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The Hongkong Telegraph

(ESTABLISHED 1881.)

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August 19, 1916. Temperature 6 a.m. 82 2 p.m. 88
Humidity 88

August 19, 1915. Temperature 6 a.m. 79 2 p.m. 88
Humidity 94 98

WEATHER FORECAST—
OVERCAST
Barometer 29.57

7435 日一十月七

SATURDAY, AUGUST 19, 1916.

大平禮 號九十月八英港香 SINGLE COPY 10 CENTS
\$38 PER ANNUM

TELEGRAMS. CONDENSED.

CORRESPONDENTS EMPHASISE FUTILITY OF GERMAN COUNTER-ATTACKS. GERMANS CONSTANTLY EMPLOYING FRESH DIVISIONS ON SOMME FRONT. GERMANY CAN PROBABLY SUPPLY 500,000 NEW RECRUITS YEARLY. WARNER ALLEN SAYS WESTERN FRONT IS PIVOT OF ALLIED OPERATIONS. BRITISH & FRENCH SEEK TO HOLD THE GREATEST POSSIBLE GERMAN FORCE. GERMANS ARE BELIEVED TO HAVE 121 DIVISIONS IN WEST AND 53 IN EAST. 40 TRAINS CRAMMED WITH GERMAN TROOPS PASSED COLOGNE FOR SOMME. SOME OF THE PRISONERS TAKEN AT KUT HAVE NOW BEEN TRACED. MR. RUNCIMAN HAS ARRIVED IN PARIS & CONFERRED WITH M. CLEMENTEL. A CYCLONE HAS SWEEPED OVER SOUTHERN JAMAICA. ISOLATING KINGSTON. BRITISH ARE GRADUALLY AND METHODICALLY SURROUNDING THIEPVAL. GERMAN SOCIALISTS SEEK PEACE WITHOUT TERRITORIAL CONQUESTS. THE NEW BRITISH LOAN IN AMERICA WILL BE ISSUED AT 99.

[All telegrams appearing in large type are the latest having been received during the course of the day. Those in small type have come through over-night.]

THE ALLIED OFFENSIVE.

Costly German Counter-Attacks.

[Reuter's Service to The "Telegraph."]

August 17, 11.30 a.m.

Reuter's and other correspondents at Headquarters emphasise the facility and costliness of the German counter-attacks on the Somme. There were three main and ten minor counter-attacks at Pozieres between August 5 and August 8. It is known that one battalion lost 400 out of 550 and other losses were proportionate; hence the Germans are constantly employing fresh divisions. It is calculated that they have used an equal number of troops as in the whole fighting at Verdun.

The Times military correspondent, however, is of the opinion that the breaking of the German power is likely to be long, costly and difficult. He says it would be unsafe to reckon on less than two millions still-available German drafts, in addition to half a million new recruits yearly.

Anglo-French Alms.

August 17, 1.00 p.m.

Mr. Warner Allen emphasises that the Western Front is the pivot of the Allied operations. The British and French are seeking to hold the greatest possible German force, to facilitate the operations of the Russians and Italians.

It is estimated that two-thirds of the total German strength is on the western front, namely 121 Divisions, compared with fifty-three on the eastern front. The effectiveness of the pressure is proved by the enemy's hesitancy to send troops eastward.

More German Troops For Somme Front.

August 17, 1.00 p.m.

Reuter's correspondent at Amsterdam states that forty long trains, crammed full with troops, passed Cologne yesterday going towards the Somme front.

Important British Progress.

August 17, 1.50 p.m.

A Paris message says that the methodical British operations are gradually surrounding Thiepval and have gratified French experts.

The capture of Mouquet Farm, half-a-mile north-west of Pozieres, is important, as it stands at a height of 458 feet, commanding Thiepval plateau and town. Similarly, Hill 180, north-east of Pozieres, commands Courcel village and the main road to Bapaume, five miles distant.

GERMAN SOCIALISTS DEMAND PEACE.

August 17, 1.50 p.m.

Reuter's correspondent at Amsterdam says that Vorwarts publishes a Socialist petition for a speedy peace without territorial conquests. The petition is numerously signed.

THE BRITISH LOAN IN AMERICA.

August 17, 1.50 p.m.

Reuter's correspondent at New York says it is officially announced that the new British Fifty Million Loan will be issued at 99 in the form of five per-cent gold and notes, dated September 1, and maturing in two years, but redeemable within a year at 101, with collateral security valued at sixty millions.

KUT PRISONERS TRACED.

August 17, 4.45 p.m.

In the House of Commons, Mr. Forster said that 89 officers and 178 men of the British Army and 189 officers of the Indian Army captured at Kut have been traced. No names of the Indian men are reported.

TELEGRAMS.

THE PARIS CONFERENCE.

[Reuter's Service to The "Telegraph."]

August 17, 2.20 p.m.

Reuter's correspondent at Paris says that Mr. Runciman has arrived there and has conferred with M. Clementel regarding the steps to be taken by Britain and France to give effect to the resolutions of the Economic Conference. The Ministers were in perfect agreement on the points discussed.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

EARLIER TELEGRAMS.

EXTENSION OF PARLIAMENT.

August 17, 3.35 p.m.

In the House of Commons, Mr. Asquith announced that the House would adjourn on Tuesday or Wednesday and reassemble on October 10th.

The Parliament Prolongation Bill has been read a third time. An extension until September was agreed upon.

THE ALLIED OFFENSIVE.

Our Guillemont Advance.

August 17, 4.45 p.m.

General Sir Douglas Haig reports: We accomplished the advance at Guillemont as the result of the fighting last evening in conjunction with the French advance on Maurepas. We captured west of High wood 300 yards of trench, 300 yards in advance of our previous line. Our machine-guns nipped in the bud German attacks east of Moquet Farm.

More Trenches Captured.

August 18, 12.15 a.m.

General Haig's communique states: Enemy counter-attacks were repulsed north-west of Pozieres. North-west of Bazentin we captured 100 yards of enemy trench. The enemy counter-attacks at Pozieres were most determined, being made by large forces on a broad front successively last night and early this morning. Six lines of German infantry advanced, but ran back after suffering very heavy losses. Our guns and machine-guns did great execution. The enemy in no case succeeded in entering our lines. An enemy counter-attack to-day from Martin Puich was repulsed, we capturing prisoners. A German aeroplane was felled behind our lines near Pozieres.

Enemy Works Destructively Shelled.

August 18, 12.15 a.m.

A Paris communique reports: The French artillery was active on the Somme front, destructively shelling the enemy works. There was no infantry action. The unwounded prisoners taken on the north of the Somme yesterday exceed 200. Five machine-guns were captured.

THE BALKANS.

French Occupy Bulgarian Positions.

August 17, 5.20 p.m.

Reuter's correspondent at Salonica reports that under cover of a heavy Allied bombardment the French occupied Bulgarian positions south of Lake Doiran, and established themselves on Tortoise Hill in the neighbourhood of the village of Dolzeli, well within Serbian territory. The Bulgarian casualties were considerable, the shell fire apparently disorganising the defence of the enemy.

Bulgarians Fleeing.

August 18, 5.50 a.m.

A telegram from Odessa states that another incident has occurred at Kalafat, on the Danube, of Bulgarians firing on Roumanians and a fight ensuing.

Austrian ships have brought much bridging material, motor cars and petrol to Bulgarian Danube ports.

A telegram from Athens states that the Bulgarian population at Monastir is fleeing, fearing the Serbians' advance.

Albanian insurgents in the Durazzo region seized Austrian provision depots at several places.

MORE RUSSIAN CAPTURES.

August 17, 3.35 p.m.

A Petrograd official message reports the following additional captures: 100 officers, 7,500 men, 30 field guns, 17 heavy guns, 70 machine-guns and 1,000 shells.

TELEGRAMS.

HUNGARIAN DENOUNCES AUSTRIAN GENERALS.

[Reuter's Service to The "Telegraph."]

August 18, 6.50 p.m.

A telegram from Budapest states that M. Polonyi, in the Chamber, attacked the Government for transferring the command of the Hungarians to a foreigner (General von Hindenburg). M. Polonyi's denunciation of the Austrian Generals was cheered.

THINGS WE HAVE DONE WELL.

Securing Our Overseas Trade.

The first great peril to this nation, when the war cloud suddenly burst over Europe, lay in the chance, not so much of military defeat abroad, or of a hasty invasion at home, but of the disturbance or stoppage of our overseas trade. The arteries of our national body are the highways of the open sea; and on the open sea, in the beginning of August, 1914, every kind of danger threatened our carrying trade, our commerce, and, above all, our food-supply. For quite literally during the past half-century and more has this country's bread been cast upon the waters.

When we entered the war the value of the British steamer tonnage employed in foreign trade was considerably over 100 million pounds. The cargoes carried by this shipping represented an annual value of over 1,600 millions sterling. Before the war few ships, and only such exceptional cargoes as specie, were insured against war risks. The risks of war on the high seas were a quantity that had not been adequately calculated since the days of the American Blockade. No one, in shipping or even in naval circles quite knew what the effects of modern naval warfare on mercantile shipping would be. That they would certainly be serious most people, and particularly most underwriters, could be sure. But on what basis to underwrite them, and on what conditions, no one was prepared individually to offer anything more tangible than advice.

Maintaining Our Sea-Carrying Trade.

It was in such circumstances, then, that the Government of this country was suddenly confronted at the outbreak of war with the immense problem of maintaining our sea-carrying trade. Immediate action was necessary, and here the bold course was the only course. The Government must secure the shipping trade against the perils of war.

By almost inestimable good fortune the Board of Trade (thanks to the patient efforts of a small committee of shipowners and underwriters, prominent among whom was Sir A. Norman Hill, the secretary of the Liverpool Steamship Owners' Association) had a scheme of Government insurance ready. This scheme was immediately adopted, with the notable consequence that since the war began not a single British steamship, sailing ship or fishing boat has been held up for want of adequate insurance facilities. Without such facilities, it may be remarked, it might conceivably have happened that in the temporary panic and uncertainty that always follow a declaration of war every British ship near a neutral port would have made for it and remained there; that every British ship near a home port would have remained at home.

The main object of the plan formulated by Sir Norman Hill and his colleagues, and adopted almost in its entirety by the Board of Trade, was the maintenance at any cost of our foreign trade. To this end two interesting steps were immediately taken. The Board of Trade undertook to insure all British ships against war risks, and to pay the cost of the insurance. Whether Government insurance for shipping will be maintained as a permanent facility in times of peace, it is not opportune to consider. In the meantime, the Board of Trade has taken steps to secure the maintenance of the carrying trade by the Government during the present war to secure our foreign trade and the transport of the nation's food. The same action, it is interesting to notice, has been taken on behalf of the Belgian Government to protect ships and cargoes under the Belgian flag. In all cases, it must, in fairness, be mentioned, the success of the scheme has been in a large measure attributable to the loyal efforts and mutual co-operation of shipowners, underwriters, and, in particular, the masters and men in the merchant service themselves.

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so insured. It undertook, later, to insure the lives, and even the personal effects, of the officers and men undertaking the perils of this trade.

The insurance of hulls, based on an anticipated loss in tonnage generously reckoned at 5 per cent. of the total, was effected in conjunction with the various mutual assurance associations, or clubs, in London and the provinces. That of cargoes was dealt with at a State insurance office opened in the City. In the case of hulls, the State undertook to bear 80 per cent. of the risk; the associations or clubs bearing the remaining 20 per cent. In the case of cargoes the whole of the risk was borne by the State.

Some criticism has been levelled at the Government's provision to insure foreign cargoes carried in British ships. But in reply it is justly argued that although a shipment of, say, American hosiery from New York to Buenos Ayres, in a British vessel, could not have any practical interest for use in time of war, the vessel in question, on arriving at Buenos Ayres, would be available to carry foodstuffs back to this country. Whereas if, for want of facilities for insurance against war risks, such a voyage was not undertaken, a link in the chain of communication with this country would be disturbed, if not broken.

Generous Provision for Crews. Hardly less important in the successful maintenance of our overseas trade has been the generous provision made for the crews engaged on this vital line of communication. In the case of any master, officer, or seaman of the British merchant marine who is killed or injured on the high seas in consequence of the war, compensation is granted and a pension allotted on the scale fixed by the Admiralty for Fleet auxiliaries. In the case of ships captured or detained in enemy ports, and the consequent imprisonment of their crews, an allowance of half-wages or £1 a week—whichever is less—has been paid since the beginning of the war to the families of the prisoners. These sums are disbursed from the War Risks Insurance Fund, and the proportion of 80 per cent. is again shouldered by the State.

Another interesting development of the Board of Trade's insurance scheme is the fact that at most British ports any seagoing officer or man can insure, on applying at Mercantile Marine office, the personal possessions in his cabin or bunk.

These are, in brief, the simple but effective civil measures taken by the Government during the present war to secure our foreign trade and the transport of the nation's food. The same action, it is interesting to notice, has been taken on behalf of the Belgian Government to protect ships and cargoes under the Belgian flag. In all cases, it must, in fairness, be mentioned, the success of the scheme has been in a large measure attributable to the loyal efforts and mutual co-operation of shipowners, underwriters, and, in particular, the masters and men in the merchant service themselves.

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TELEGRAMS.

CYCLONE IN JAMAICA.

[Reuter's Service to The "Telegraph."]

London Received, August 18.

Reuter's correspondent at Kingston says that a cyclone swept southern Jamaica. The banana crops are damaged and Kingston is isolated. Some people have been killed.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8.]

EARLIER TELEGRAM.

DEATH OF LORD REDESDALE.

London Received, August 18.

The death is announced of Lord Redesdale.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. F. G. Jenkin, D.S. P. (Reserve) state:—

Macao Volunteers.

The proposed visit to Macao on Friday, August 25th, has been unavoidably cancelled.

No. 4 Company.

This Company will parade under the Sergeant Major at Central Station at 6 p.m. on Tuesday and Thursday, August 22nd and 24th. Uniform, Rifles and Helmets. The O.C.M. will attend all parades of both No. 3 and 4 Companies.

Lectures, Headquarters' Club. 5.30 p.m.

Wednesday, August 23rd.—"Police First Aid in Street Accidents." Monday, August 25th.—"Duties of the Water Police and Land Police on the Water Front."

Billiards Championship. Play for the Billiards Championship of the Police Reserve will commence on Monday, August 28th, at the Headquarters' Club. Members wishing to play must enter their names in the Book placed on the Bar and pay a fee of 50 cents to the Boy. Book will be closed at 7 p.m. on Saturday, August 26th.

Headquarters' Club. The Club premises will be open to Ladies on Thursday, 24th, from 4.30 p.m. to 7 p.m.

Case Dismissed.

William Bailey, a labourer, was charged at North London Police Court with causing obstruction. It was stated that he was exhibiting a placard calling for the internment of all Austrians and Germans, and was asking people to sign a petition. Mr. Haddenwick cautioned him, but dismissed the case, and expressed his sympathy. Bailey thereupon asked the magistrate to sign the petition, but the magistrate declined.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palladium Theatre—9.15 p.m.

TOMORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palladium Theatre—9.15 p.m.

Monday, August 21.
Grand Theatre—9.15 p.m.
Palladium Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

GENERAL NEWS.

Portuguese Army Chaplains.
In the name of the Portuguese Bishop the Cardinal Patriarch of Lisbon has addressed a representation to the President of the Republic, asking that military chaplains be appointed to regiments preparing for expeditions.

The Last of the Britannia.
The old cadet training ship Britannia was towed away last month from Dartmouth, where she has been since 1889. As the vessel left in tow of three tugs the cadets of the Royal Naval College cheered, and their band played "Auld Lang Syne," while the children of the town assembled on the embankment sang "Rule Britannia" and the National Anthem. The vessel is to be broken up and her metal used for munitions.

For the Red Cross.
Mrs. Clara Butt has issued a statement showing that she raised £5,365 for the British Red Cross Society and the Order of St. John of Jerusalem during the first five months of the year. The net profit on "The Dream of Gerontius" Festival at Queen's Hall in May, the expenses of which were £2,154, was £2,707. To this sum have been added £2,501 raised by a series of Red Cross concerts and £97 collected by the sale of photographs.

Well-known Ex-clergyman's Death.

The death has occurred at Colway, Lyme Regis, of Mr. O. Shipley, one of the last of the band of converts to the Church of Rome whose secession is traceable directly to the Tractarian movement. Both his great-grandfather, Dr. Jonathan Shipley, and his grandfather, William Davies Shipley, held high preferment in the Church of England, the former as Bishop, the latter as Dean, of St. Asaph, while his father, the Dean's fifth son, was rector of Mappowder, Dorset.

Electrified.

The Rocky Mountain section of the Chicago, Milwaukee, and St. Paul Railway, a distance of 440 miles, has now been electrified, the first unit of 115 miles being already in operation. Under normal conditions 42 electrical locomotives are required to haul freight and passenger trains over the electrified portion of the line. Each of these measures 112ft. 8in. in length, weighs 284 tons, costs £25,000, and will haul an 800-ton passenger train on a level stretch at a speed of 60 miles an hour. The work has taken three years and has cost about two millions and a half.

Blue Funnel Skipper's Death.

The owners of the s.s. Ping Suey have received the following cable from Cape Town dated July 7:—Salvors require 80 per cent. payment on account. Sound cargo forwarded Singapore, basis thirty pounds ton. Seventy-seven tons forwarded s.s. Agapenor. s.s. Knight Companion now here taking thousand tons, sails to-night. s.s. Proteus arrives Dassen daybreak. A further wire on 10th states:—Weather unfavourable yesterday's attempt first off. Proceeding discharge cargo until weather improves, spring tides July 15. No. 1 badly holed, pumps full control water, but No. 2 easily held. Captain Squance died suddenly July 5.

Prince Likon of Korea.
It is reported that a marriage is being arranged between Prince Likon and a Japanese Princess of the Imperial family. The Prince is the heir to the family of Prince Yi of Korea, and was brought to Japan six or seven years ago by the late Prince Ito. He has since been receiving his education in Japan, and is now attending the Military Cadets' School. It is stated that Princess Masako, eldest daughter of Prince and Princess Nashimoto, will be betrothed to the Korean Prince, and as soon as Imperial sanction is obtained a public announcement will be made of the engagement. Prince Likon was born in 1897 and Princess Masako in 1901.—*Japan Chronicle.*

If you have lost your appetite and the big variety of dainty dishes at the ALEXANDER CAFE is sure to tempt you.

NOTICES.

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OPHTHALMIC OPTICIAN.

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IN THE COLONY.

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N. LAZARUS

NOTE THE ADDRESS: OPHTHALMIC OPTICIAN 28, QUEEN'S ROAD CENTRAL.

"CONTEMPTIBLE CONSCRIPTS."

Reply to German Slanders.

London, Aug. 3.—In the embarrassed and hectic reports of the great battle of Picardy which Germany has circulated in neutral countries the commonest misstatement concerns the new British armies. It is admitted that the old expeditionary force was fine material, but the new armies raised in the past two years are described as undisciplined and feeble in attack and irresolute in defence. They are formidable, say the German reports, only because of their numbers, and these numbers are vanishing under the German fire.

No item of this statement is true. The casualties have not been out of proportion to the ground gained, and in the attack of July 14th, which carried a large part of the German second line, the British losses were extraordinarily small. The individual fighting value of the British troops has been equal to any in the campaign. For example, a wood was taken by the Germans with nine battalions; it was recaptured by the British with two, and the British New Army, which showed its merit at Loos last September, has won great glory in every phase of the Picardy battle.

It should be remembered that in that section the Germans were not weak. Misty weather had enabled them to mass guns whose positions could not be detected by aerial reconnaissance and which were firing at registered marks. They had brought up some of their most famous troops, including a division of Verdun fame. The latter was as faithfully dealt with by the new British battalions as by the French 20th Corps in their famous counter-attack on Doncourt plateau.

Attention is called to the British New Army which showed its merit at Loos last September and which has won great glory in every phase of the Picardy battle. To talk of new armies, to-day, is indeed a misnomer. The whole British force in one sense is new. The famous old regiments of the line have been renewed completely since Mons, and their drafts are drawn from the same source as the men of the new battalions. The only difference is that in historic battalions there is a regimental tradition already existing, whereas in new battalions that tradition has had to be created, and it has been created. A reputation second to none in the army and in dozens of new battalions, has been laid in Picardy on a fighting foundation of proud tradition. Take the great fight of July 14th, when, from Ploeghe to Delville Wood, the German second line was carried and the third line pierced. It was an enterprise as bold as it was successful.

A distinguished French soldier doubted the possibility of success. An English General offered to "eat his hat" if it did not come off. When the French General heard of the result, he said:—"Cent bion, Le General no mange pas!"—*Reuter.*

Danish Shipping Developments.
During the last few weeks four new sailing and steam ship companies have been formed at Copenhagen with capital amounting altogether to about 11,000,000 kroner. One of these is a sailing ship company with a fleet of 12 large sailing ships, totalling about 20,000 tons; and it is reported that yet another couple of shipping companies with some millions of capital are under construction.

Prepaid Advertisements

ONE CENT PER WORD FOR EACH INSERTION.

TO LET.

TO LET.—Offices in Prince's Building. Apply to: SHEWAN TOMES & CO. Liquidators—Reuter, Brockelmann & Co.

TO LET.—Chater's Bungalow, No. 66 Nathan Road, Kowloon. Apply to CHATER and MODY, 5 Queen's Road Central.

TO LET.—From 1st September 1916, first floor, 38 Nathan Road, Kowloon, (Dairy Farm Co.'s premises.) Apply to: The Dairy Farm Co., Ltd., Hongkong.

TO LET.—No. 4, Des Voeux Road Central, First Floor. The commodious dwelling house with offices, servants' quarters, etc. No. 4, Shamen, Canton, from 1st June at present in the occupation of the Imperial Russian Consulate. Apply to: DAVID SASSOON & CO., LTD.

TO LET.—Offices at 2 Connaught Road. Offices in King's Buildings. House in Clifton Gardens, Conduit Road. Nos. 1 and 2, West End Terrace, Canton. Apply to: THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Three-roomed flats in Humphreys Buildings, Kowloon. Four-roomed flats in May Road, with every modern convenience, including English baths and kitchen ranges, hot water and water carriage system. A few flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession. Four-roomed houses in Gordon Terrace and Salisbury Avenue, Kowloon. Two roomed flats in Nathan Road, Kowloon. Apply to: HUMPHREYS ESTATE & FINANCE CO., LTD. Alexandra Buildings.

TALES OF A BRAVE FAILURE.

March Towards Kut in the March Night-Tide.

Mr. Candler, the representative of the British Press with the Expeditionary Force in Mesopotamia reports how at the Pajala Redoubt, seven miles east of Kut, our forces met with a check in their advance to relieve Kut on the morning of March 8. British troops now occupy the Redoubt, and the whole of the enemy's formidable Sinn position on the right bank.

The attack in March failed for a variety of reasons but it was very near to being a success. The assembly was at the Pools of Sileam, a spot where the British used to water their horses, two miles south-west of Thorny Nuliah. They left camp at seven, just as it was getting dark.

Mr. Candler gave fragments of an overheard conversation of the guides:—

"I make it half-past five from Sirin."

"I make it two fingers left of that."

"Oh, you are going by the Corps map."

"Two hundred and six degrees true."

"I was going by magnetic bearing."

Ominous warning of what might happen if too many guides directed the march.

There was the man with the bicycle. There was no cyclist, but two men checked the revolution of the wheel. And there were other counters of steps.

They passed among Arab tents without a shot being fired. Ahead there was a camp in the nullah. An old man gathering fuel walked straight into us.

"He threw himself on his knees at my feet and lifted his hands in

TO LET.

TO LET.—First Class shop in Chater Road next Moutrie's lane at rear. Apply—Clark & Co.

TO LET.—From 1st May, 1916, Offices, 2nd Floor, St. George's Building. Apply to: SHEWAN, TOMES & CO.

TO LET.—Furnished Rooms, with or without Board: Bathroom to each Room. Electricity throughout. Apply Palace Hotel, Kowloon.

ONE LARGE ROOM on the Top Floor of No. 2 Queen's Building. Apply—Thoresen & Co.

LOST.

LOST.—A large single-stand diamond brooch. Reward on returning to Hongkong Hotel.

WANTED.

WANTED at once one or two large houses at lower hill districts or hill districts; near Botanical Garden preferred. Apply to Mitsui Bussan Kaisha, Ltd.

WANTED.—Competent Stenographer and typist requires Situation. Reply to "P.C." c/o "Hongkong Telegraph."

WANTED.—Typewriting: Manuscript of every kind accurately and neatly typed at short notice by Englishman. Terms 30 cents per folio. Commercial correspondence in English for Chinese business gentlemen a speciality. Write "Despatch," "Hongkong Telegraph."

UNCLAIMED TELEGRAMS.

Eastern Extension, Australasia & China Telegraph Co.

Brewster Elizabeth, Singapore. Broome Louis Passenger "S-mal," Singapore. Cheong sui 11 Theyick St., Singapore.

Choongpin Chimsarchio, Kuala Lumpur.

Figueras, Manila. Hown, Pack Lockcock Hotel, Macao.

Hapsing, Taipeh. Jeandah, Singapore.

Lee-moi 18 Katon St., Ipoh. Loosoy Luenloong, Bangkok. Ng On Kay 92 Miho Tong St., Los Angeles.

Sinbeoh, Singapore. Sutor N.S.W. Agent, Sydney. Toanthanh, Hui.

Yausang 1st floor 56 Wellington St., Macao.

J.M. BECK, Superintendent.

Hongkong, 17th August, 1916.

Great Northern Telegraph Company, Ltd.

Harajuku Empress Hotel, Taingtau.

Kiugyuchiu c/o Taionchan Hotel, Swatow.

Huon; Shanghai. Dolcione, Shimonsaki.

Lopingkum 35 Third Story Wingket Street, Shanghai.

Leusouchau, 4298 Cane Rd., Peking.

Yuelee, Kobe. Ohtaukiama, Kobe.

Hongkong, 18th August, 1916.

A.B. SORESEN, Act. Superintendent.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or of the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 10 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily. (H.K. Telegraph, 18th July 1915.)

NOTICES.

THE CIGARETTE DE LUXE

Embassy

VIRGINIA CIGARETTES

Are made by scientific processes from scrupulously selected and perfectly matured Tobacco of the Highest Grade only. They are for that reason preferred and demanded by Sporting men of all kinds.

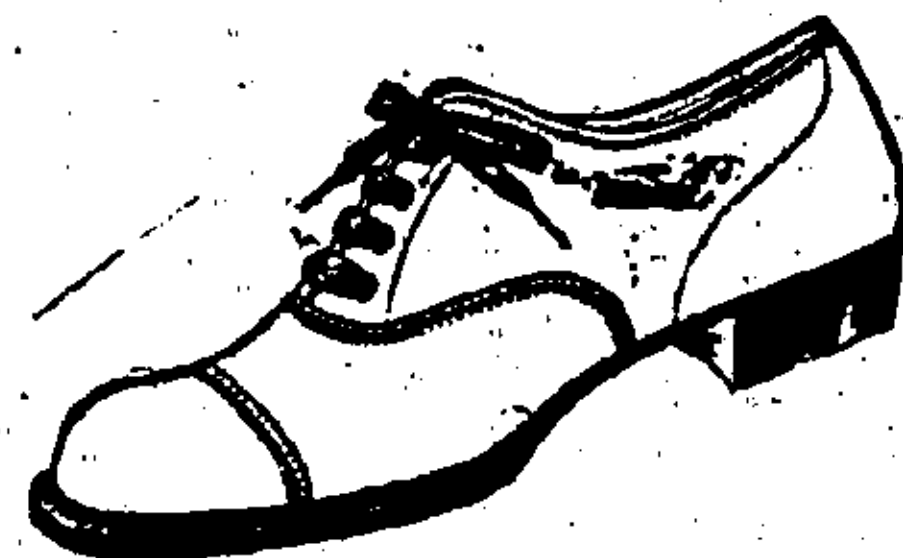
Their World Wide Popularity is based upon their unsurpassed excellence.

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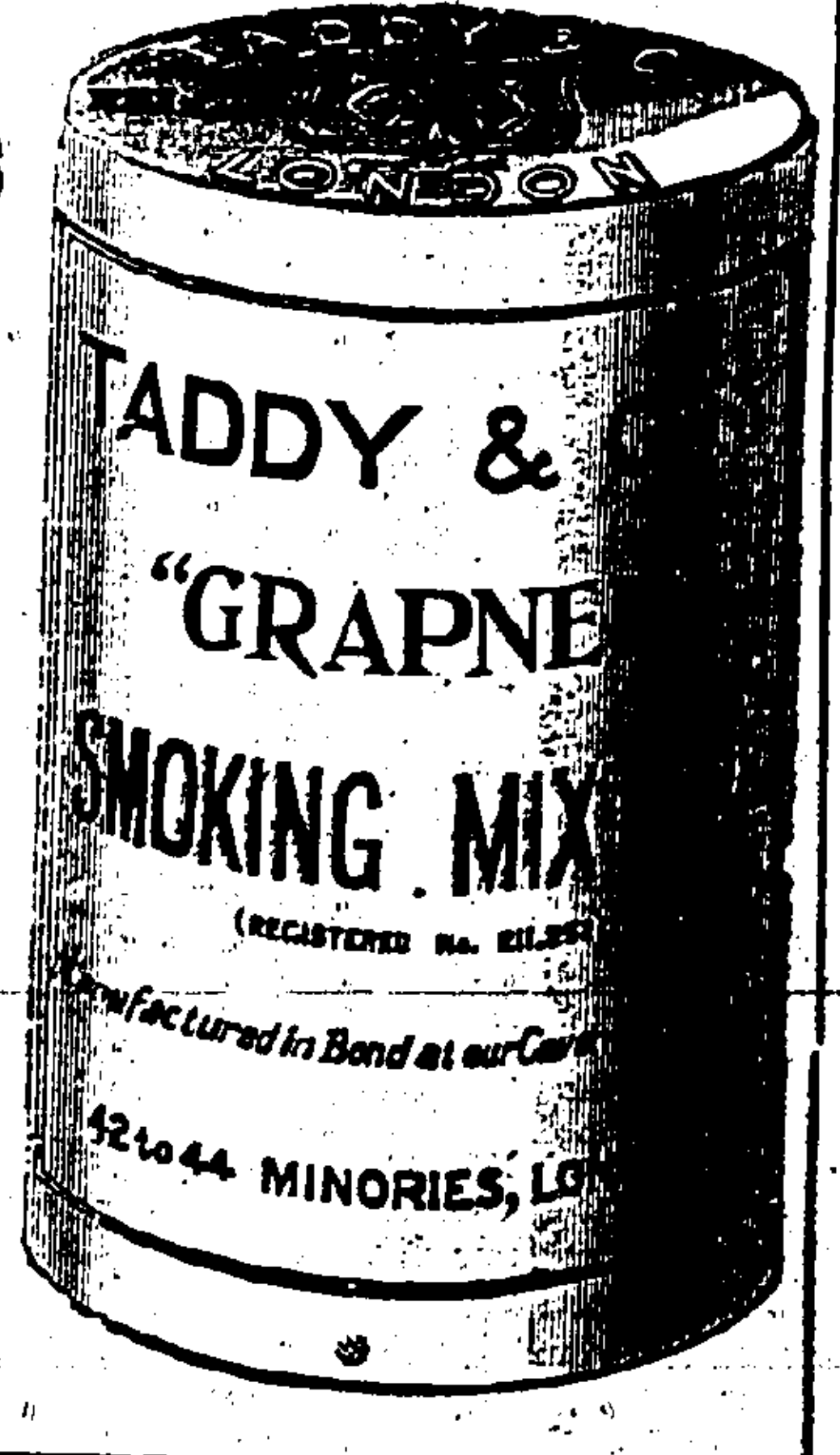
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G. R.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or of the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 10 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily. (H.K. Telegraph, 18th July 1915.)

LESSONS IN CHINESE.

M. H. HON VAN, a Chinese graduate, was in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write to the Hongkong Telegraph office or direct to No. 150, Wellington Street, second floor.

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Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

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Daily issue—\$36 per annum.
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The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamcen, Canton, who have been appointed our agents there.
By Order,

"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, SATURDAY, AUGUST 19, 1916.

AFTER THE HORSE IS STOLEN.

As long as the present patch-work Government is in power at Home, so long will Britain continue to make herself a laughing-stock to other nations, whenever opportunity arises. Now that the war is more than two years old it has at last dawned on some of our brilliant politicians that it would be no bad thing to prevent British goods from going to Germany, via Sweden. Thus do we most carefully lock the stable door after the horse is stolen. During the past two years, as is well known, Germany has received no small amount of merchandise by the simple means of its being shipped to consignees in neutral countries. One cannot blame the neutrals. It is a recognised thing that a country that is at peace should make money whenever she can by trading with one or other of the belligerents. The blame lies but at one door: that of our Government.

The Germans may well laugh at us, for they have had two years in which to gather in the harvest which we have so accommodatingly placed at their disposal. They laughed at our blockade, just as they laughed at our internment regulations; in fact just as they have laughed at us all the way through; for they know that our national softness made the war possible and has since steadily contributed towards the lengthening of it. But of all our performances, what necessarily provokes the most mirth is the great care that we have observed throughout in waiting till the mischief was done before taking action. We waited till the war had proceeded some months before we discovered that we were short of ammunition and big guns. Then, after another long wait, we set to work to organise our munitions arrangements. Again, it was not till much valuable information was in the hands of our enemies, and until a couple of warships had been blown up while in dock, that we took even moderately reasonable steps towards the internment of the German within our gates. In Ireland, too, although the rebels were drilling and arming themselves under the very eyes of the Government, nothing was done toward checking the evil till open rebellion broke out. For how much we have to thank the Government in the case of Mesopotamia is not yet known, but the time will come when it will be impossible to hide the facts.

And we have little hope that things will materially improve while the present Ministry is in office. The Cabinet calls itself coalitionist, but the leaven of incompetent radicalism and of gross self-seeking seems to have been sufficient to poison the whole lump—or most of it. What Britain persistently refuses to do is to learn of the Germans in certain directions. We are well content to remain in ignorance and to leave the palm with Germany where warfare on women, churches and undefended ships is concerned; but if we would learn a little of her foresight and relentlessness we should be a stronger nation. Germany has succeeded, not by bravery or by military and naval skill but by virtue of her always having looked ahead and never having allowed pity or consideration for others to interfere with her arrangements. We Britishers, however, have spent a good half of our time and energy in guarding against hurting other folk's feelings; in considering those who will never by any chance consider us; and, to make matters worse we humbug ourselves into the belief that our political cowardice and general want of backbone is in reality a fine display of tact and wisdom which will stand us in stead with the neutrals. Unfortunately the neutrals do not quite see the matter in that light; on the contrary, they just laugh at us, even as the Germans do.

German Trade Plans.

We are from an Australian newspaper that German aniline dye-makers are believed to have evolved an ambitious scheme to flood the markets of the world with dye-stuffs after the war. It appears that the dye-makers have combined, and that every discovery and invention coming within the province of one manufacturer will be communicated to the others. Prices in Germany, protected by enormous import duties, will be high, and in foreign countries very low, until infant dye industries in foreign countries—particularly England and America—have been killed. The Germans expect that heavy duties will be put on their dye-stuffs by Allied countries, but they reckon that their prices will be so low that they are bound to find a market. All this sounds very nice and promising for the future of the German industry, but if the Allies only co-operate as they should, these plans of the enemy should quite easily be frustrated. The Australian Minister of Customs, when spoken to on the subject, said he understood that the Paris Conference had decided to shut out German goods; at any rate, that was his feeling, and he added that if he had anything to do with the question he should certainly see that no German goods were dumped into Australia. What is more, Australian waterside workers have declared that they will not handle any German goods, now or after the war.

Exclusion the Remedy.

These developments show in a most vivid manner the temper of the Commonwealth and the depth of its feeling in regard to the post-war trade question. Whether it is in aniline dyes or in any other product, we must be prepared to counter, in advance, the German designs for regaining lost trade. It is clear, too, from the enemy plans, that inadequate or piecemeal methods of dealing with the danger will be almost equally as bad as no action at all. Mere tariff discrimination permitting the inflow of German goods to an extent endangering the new industries in Allied countries will not meet the case. That is why a most radical modification of Britain's fiscal system in particular will be inevitable. The absolute exclusion of enemy products, if not for all time, at least until the Allied manufacturers have firmly established their position, seems the only effective way of dealing with the situation. But the prime requirement is that steps shall be taken now. It will be no use waiting till the war is over or until it is approaching its final stages. So far as Britain is concerned, it is a hopeful circumstance that the representatives of the Dominions are to have a voice in the matter. They know their minds on post-war questions, and what is more, they will not hesitate to say what they think.

About Those Flies.

We thought yesterday that we had hit on rather a good thing in suggesting that the Colonial Government should institute an anti-fly campaign by the simple expedient, followed at Home and in America, of buying dead flies of the layers at so much per pint, quart or bushel. An old *Telegraph* reader, however, knocks the bottom out of our suggestion by reminding us that such a plan would merely prompt the Chinese to launch out into the lucrative trade of fly-breeding. He remarks that no sooner was the system tried in Japan than a number of unsophisticated persons immediately proceeded to breed flies by the million, that when the Government of India offered rewards for dead snakes, snakes were speedily captured and encouraged to increase and multiply, and, finally, that when the Hongkong Government, some years ago, set out to buy rats of the populace, not only did the Chinese set rat families but they specially imported the beasts by the cargo from Canton. Evidently some other line will have to be adopted. Perhaps it might be possible to start a fly-killing brigade that would not be paid on results, or else to encourage the Chinese to breed more spiders.

DAY BY DAY.

WOE TO HIM WHO CHOOSES SATAN FOR A COMPANION.

The Weather.
At the Peak 8 a.m. Temp. 78; dull (1915, 77 clear.)
Lower level 8 a.m. Temp. 84; dull. (1915, 86 clear.)

The Mails.
European Mail—Closes per s.s. Atsuta Maru at 9 a.m. to-morrow.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 1.3-16d.

To-morrow's Anniversary.
To-morrow is the second anniversary of the German occupation of Brussels.

Ordinance Approved.
His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinance:—An Ordinance to provide for the punishment of incest.

Acting Auditor.
His Excellency the Governor has been pleased to appoint Mr. Thomas Dallin to act as Auditor during the absence on leave of Mr. Hugh Richard Phelps, or until further notice, with effect from the 15th August, 1916.

Acting Appointment.
His Excellency the Governor has been pleased to appoint Mr. Alec Fleming Churchill to act as Director of Public Works during the absence on leave of the Honourable Mr. William Chatham, C.M.G., or until further notice, with effect from the 19th August, 1916.

Easy Prey.
A Chinese has lost \$450 as the result of a trick played upon him by a man who said he wanted some change from a \$1,000 note. The loser handed over the \$450 as security and on going to the bank to change the other money found that the parcel contained nothing else but useless papers.

Alleged Gambling.
Two Chinese were charged before Mr. Hazeld, at the Police Court this morning, with keeping a house for the purposes of gambling at West Point, and ten others were charged with frequenting. It was mentioned that Mr. R. O. Faithfull had been instructed, and the case was adjourned.

German Trade Marks.
It is notified that the registration of nine trade marks owned by Edward Dejeun, of Bremen, Germany, has expired and that they will be removed from the Hongkong Register of Trade Marks on September 13, 1916, unless the prescribed fee for renewal of registration is paid before that date.

Call at Nagasaki Omitted.
The local office of the China Mail Steamship Company is in receipt of telegraphic instructions from the San Francisco office for the s.s. China to omit the call at Nagasaki on her outward trip, owing to outbreak of cholera at that port. Under these circumstances the Chinese are expected to arrive in Hongkong one day ahead of her schedule.

New Latrine.
It is notified that the Government proposes to erect a public trough-closet latrine in Garden Road in close proximity to, and to the south-westwards of, the Peak Tramway Company's lower terminus. If any owner or occupier in the immediate vicinity of such site objects to such erection, such objection must be sent in writing to the Colonial Secretary so as to reach his office not later than Friday, September 8, 1916.

A Stolen Jar.
A Chinese was charged before Mr. F. A. Hazeld, at the Police Court this morning, with stealing an earthenware jar. Sgt. Wills said a constable saw defendant carrying the jar down Bealman Street, Yau-mai. He asked him where he had obtained it from, whereupon he placed it on the ground and ran. The constable chased him, succeeded in catching him and took him to a yard where the watchman said the jar had been stolen from. His Worship sent defendant to prison for a month, and ordered that he be placed in the stocks for four hours.

1891.

SHARE REPORT.

The quotations which follow are from the *Hongkong Telegraph* for August 19, 1916.
Hongkong and Shanghai Bank New Issue—\$281 per cent premium, sellers.
Union Insurance Society of Canton—\$85 per share, buyers.
China Traders' Insurance Company—\$68 per share, buyers.
North China Insurance—\$1.255 per share, sellers.
Canton Insurance Company, Ltd.—\$107 per share, sellers.
Yongtze Insurance Association—\$1.70 per share, buyers.
Hongkong Fire Insurance Company—\$317 per share, buyers.
China Fire Insurance Company—\$88 per share, buyers.
Hongkong and Whampoa Dock Company—\$99 per cent premium, buyers.
Hongkong, Canton and Macao Steamboat Company—\$33rd per share, sales and buyers.
China and Manila Steamship Company—\$60 per share, sellers.
Hongkong Gas Company—\$131 per share, sellers.
Hongkong Hotel Company—\$65 per share, buyers.
Hongkong Hotel Co.'s Six per cent Debentures—\$501.
Indo-China S. N. Company—\$30 per cent, die, sellers.
Douglas Steamship Company—\$40 per share, sellers.
China Sugar Refining Company, Ltd.—\$180 per share, sellers.
Luzon Sugar Refining Company, Limited—\$71 per share, buyers.
Hongkong Ice Company—\$88 per share, buyers.
Hongkong Rope Manufacturing Company, Ltd.—\$113 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—\$79 per share, sales and buyers.
Hongkong Dairy Farm Co. Ltd.—\$7 per share, sales.
A. S. Watson and Co., Ltd.—\$181 per share, ex. div., buyers.
Hongkong High Level Tramway Co., Ltd.—\$65 per share, buyers.
Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

REFUGEES ROBBED.

A Chinese was charged before Mr. F. A. Hazeld, at the Police Court this morning, with committing a burglary, with another man, at 94, Nathan Road, Kowloon.

Sergeant Wills told His Worship that the other man had not been found. It appeared that defendant and the other went to the house, which was occupied by some refugees from the country, walked in by way of the front door and stole every article of clothing they could lay their hands on. They stole altogether 19 pieces of clothing and then coolly walked out by the back door. When the two thieves were walking down Jordan Street they inconveniently ran against an Indian constable, who required to know where they had obtained the bundle of clothing from. The other man ran off, but defendant was arrested. Defendant struggled and damaged the constable's clothing.

Defendant here interposed that the constable hit him on the shoulder with his truncheon. He had nothing to say.
A previous conviction for a similar offence was proved, and His Worship sent defendant to prison for three months and ordered him to be placed in the stocks for four hours.

EXPORT PROHIBITIONS.

A Proclamation issued by H.E. the Governor revokes the military Stores (Prohibition of Export) Proclamations, 1915-1916.
The prohibitions which were formerly in force by virtue of the proclamations revoked are now in force by virtue of the Order made by the Governor-in-Council under the Importation and Exportation Ordinance, 1915, on the 17th August, 1916, and published in the *Government Gazette*.

SHANGHAI SHARE REPORT.

Messrs. A. L. Anderson and Co.'s Weekly Share Circular (Shanghai, 12th August) says:—

There is no change to report as to the amount of business being daily transacted, but the tone of the market is decidedly stronger and buying orders which have been held back for bargain prices are now coming out on the market to be confronted with a marked lack of sellers. To-day's opening rate for T/T on London was 211; the dollar rate being 72.

Debentures.—Only a few small lots changed hands and these were at unchanged rates, there is, however, a slightly easier feeling in the market probably due to the strength in exchange. Banks.—Hongkong and Shanghai's. Slightly easier prices have ruled, several small lots having been taken off the market at \$770 and \$765; the dividend is payable on 14th instant. Cathays, 2.20 is offered for 'ordinary,' but 'preference' are still on the market at 6.

Marine Insurance.—North China are wanted at 155 and Yangtze's at \$255; other counters under this heading are nominal.

Docks and Engineering.—Shanghai are easier and there is a disposition to sell, transactions have been effected at 67. New Engineerings are firmly held at 10. Lands and Hotels.—Anglo-French are nominal at 94. Investments after offering at 92 were closed out at 91, and a sale was subsequently made at 91. Central Stores are still in request at \$83.

Cotton Mills.—Repeated and violent thunder-showers are somewhat endangering the flower, and at least one moderate crop can be expected; however, while the mills may have to pay higher for their cotton, high rates of freight will militate against imported yarn. A few sales of Ewos were made at 140 and of Shanghai at 93 and 93½. Internationals did not come to business but several large shareholders were offered the improved price of par for their holdings. Kungyiks are wanted at 13; and Yangtze at 4.85, the latter being obtainable at 5 taels.

Industrials.—Langkats have fluctuated between 26 1/2 and 27. Sumatras were not reported, but shares could be placed at 157 1/2.

Rubbers.—The higher quotations from the London produce market have made holders very determined, and small business transacted is due to the few shares coming out. In nearly every case prices offered at close show an appreciable advance on those of last week. Advance Consolidated. An interim dividend of Tls. 1.00 has been declared payable on 15th instant.

Miscellaneous.—Lumbers are wanted at 110, Cultys offer at 11. Constructions could be placed at 86 1/2 and Gas at 25. Telephone sold at 89.

of their gambling abilities. The Chinese Mandarin who contemplates the gambling halls there had the opportunity of learning how to dive and how to sink, which even the annals of Kowloon, let alone Hongkong, affords no such illustration of. After gratifying public curiosity to this extent, the "school" headed for the Observatory and indicated to the presiding genius there, in accordance with sailor-superstition, that no more storm signals would be required to be hoisted this year, and then these fair-weather prophets, after switching their tails at Hang-bom Docks regretfully at having to be the bearers of such woeful news to the fortunate shareholders thereof, winked gracefully through the Lyemoon Pass to where "Fragrant Waters" murmured idly than in Hongkong.

Ferryboats' Mishap.
August 19.—"The S. m. launch Morning Star" (belonging to Mr. Dornbush), from Pedder's Wharf, broke down owing to her machinery getting out of gear when about half way across to Kowloon this morning, and drifted to the eastward until rescued by a launch belonging to the Police Department, by which she was safely towed to the wharf at Kowloon.

Sea Visitors.

August 18.—"An enormous school of white porpoises came into harbour on Sunday, whether to show their appreciation of the passing of the Sunday-labour bill or not, we are not in a position to say. They first paid Kowloon a visit and almost certainly the natives by the stream."

Electric Light.

August 16.—"As an instance of the growing popularity of the electric light, it may be noted that Messrs. Chung Wo and Co. are having their extensive establishment fitted up with light, as also is Dr. Sien Ting, the well-known dentist. These two Chinese-owned premises are the first that have adopted the electric light."

Life on the Peak.

August 17.—"Paternalism:—Have you taken your obolus? Daughters:—O, Yes! Father:—Your quinine? Daughters:—Certainly. Father:—Have you put camphor and carbolic acid in your cholera-belt? Daughters:—Yes, sir. Father:—Then let's go to church and thank God!"

Then as Now.

August 15.—"The genius who directs the grave-digging operations that are now being conducted in our streets, having failed in his endeavours to make water flow uphill, has caused the bowels of Pedder's Street to be once more opened up, to the intense delight of all who live, move or have their being in that locality."

THE CANTON SITUATION.

No Change.

There was tolerably heavy firing at Canton on Thursday night and yesterday morning. Yesterday morning, also, one of Lung's warships was making ready for action near America Creek. The only point of any interest in connection with the trouble seems to be a tolerably well-founded report that the Guilds of Canton have now set about petitioning Peking, asking that General Lung may be allowed to remain and to retain the tug-ship. In view of Luk Wing-ting's obstinate refusal to come to Canton it would not be surprising if Lung should, after all, remain in power. Luk the elusive is now reported not to have reached Shin Hing at all but to be at Wuchow.

Li Denounced.

Peking, Aug. 7.—Marshall Fong Kuok-cheong, Tachun of Kiangsu, has sent the following telegram to the President and the Premier concerning the resumption of hostilities between Li Lieh-kwan and Lung Chai-kwong at Canton:—

"In view of the resumption of hostilities in Kwangtung, it is absolutely necessary to urge General Luk Wing-ting, Tachun-elect of Kwangtung, to lose no time in hastening to Canton to assume his most important duties there. But General Luk, under pretext of illness, has shown great reluctance to proceed to Canton. From my point of view, Luk Wing-ting does not fear any trouble with Lung Chai-kwong in taking over the administration from him as the latter has definitely promised to hand it over to him immediately on his arrival, so that Luk's reluctance must have been caused by the attitude of Li Lieh-kwan who evidently covets the post of Tachun of Kwangtung for himself. Lung Chai-kwong was officially appointed Acting Tachun of Kwangtung pending the arrival of Luk Wing-ting at Canton, so that it is his duty to protect the territory of Kwangtung and he cannot escape in face of Li Lieh-kwan's repeated attacks. Until the arrival of Luk at Canton, Lung Chai-kwong is the legal and lawful administrator of Kwangtung. Hence no man can charge Lung Chai-kwong with clinging to his present post for his personal ends. As the Chun-wa Yuen or War Council, in Kwangtung has been officially abolished, the selfish and unlawful conduct of Li Lieh-kwan in Kwangtung cannot be said to have the concurrence of the Southwestern Province. Li Lieh-kwan has not only paid no respect to the Presidential Mandate ordering him to proceed to Peking for further employment and refused to listen to the mediation of various important and influential personages for a peaceful settlement of the Kwangtung troubles, but has continued his attacks against Lung Chai-kwong and his troops are now fighting in the vicinity of the Canton City. What explanation can Li Lieh-kwan give to the general public if he is not fighting for personal gains?"

"By pretending to accept mediation, and taking advantage of the withdrawal of Lung Chai-kwong's troops, Li Lieh-kwan suddenly occupied Fatsan and Kiangmen and is now attacking the Arsenal at Shihching and the important strategic position of Sanyenchiao and owing to lack of assistance, the position of Lung Chai-kwong is most serious. "As Li Lieh-kwan is fighting for the private gains of his party, there will be most serious consequences if Lung Chai-kwong is forced to hand over Kwangtung to his administration. Further, Kwangtung is a coastal Province, and there are thousands of foreign subjects trading or residing in Canton and other cities, not to mention its nearness to Hongkong and other foreign possessions in the south, so that if the troubles be not suppressed by ourselves, outsiders will surely suppress them for us. In view of the very scanty respect paid to the orders of the Central Government by Li Lieh-kwan's party, it is absolutely necessary for the Central Government to lose no further time in adopting the final measure to bring

THE FREIGHT MARKET.

Business at a Standstill.

Messrs. Snowman and Company's freight circular, dated August 19, states:—

We last reported on 5th inst., since when the state of the market leaves a lot to be desired. Practically speaking, business is at a standstill as far as chartering is concerned—very little business—having been transacted during the interval. The Bangkok/Hongkong rate has declined from 80/70 cents per picul to 50/40 cents per picul for inside/outside the bar loading respectively and, at the time of reporting, remains at this level. Very little has been done in the direction Saigon/Hongkong and the rate, which, in the earlier part of the fortnight, went down from 20 to 15 cents per picul, has risen again slightly and now stands at about 21 cents, a fixture of a medium-sized vessel having been made at 19 cents.

The trouble in an around Canton continues to drag on and although strict instructions have been issued by the Central Government to the combatants, to cease fighting, same have not, apparently, been heeded and the unsatisfactory state of affairs still continues. This is undoubtedly affecting the southern market which remains extremely dull and it is not expected that matters will improve to any appreciable extent until more confidence is restored, the matter of the Governorship of Kwangtung is actually settled and the newly-appointed Governor takes up his office.

Business in the North continues good and firm. Export of rice from Saigon from 1st January to 30th May, amounts to 472,763 tons as compared with 369,540 tons for the same period last year. Quotation for No. 2 White round sifted rice stands at \$4.76 per picul f.o.b. Saigon for August-September shipment.

Saigon/Philippines:—No further fixtures are reported in this direction.

Saigon/Java:—An outsider has been placed for two consecutive trips, August loading, at 80 cents per picul.

Newchwang:—No change since last report.

Coal:—Very little business has been done in the interval and although tonnage in the Japan market has eased somewhat, stocks are still plentiful here and buyers seem in no hurry to do business.

Fixtures:—Mojil/Hongkong \$6.90 per ton.

the disturbances to an end. Thus the only method for the Central Government to adopt is to order the Provinces of Kiangsi and Fokien to advance their troops to Shaochow and Chaochow respectively to attack Li Lieh-kwan from behind and thus relieve Canton without loss of time, otherwise the whole Province of Kwangtung will be spoiled by Li Lieh-kwan's unlawful actions. If the party of Li Lieh-kwan still continue its attacks upon Canton chiefly for its selfish ends, then, I, Kuok-cheong, will do my best to join with the "Ting-wa Chun" and the "An-wa Chun" (commanded by Chang Huan and Nyi Teze-chung) to bring it to its senses, in order to effect the real consolidation of the country.

In a second joint telegram signed by Generals Chang Huan, Nyi Teze-chung, Wong Tsan-tsun, Li Hso-chi, Li Hsuan, Yang Shen-teh, Chang Chin-yao and Teao Kun, the Central Government is urged to adopt proper means to relieve Lung Chai-kwong at once because Lung is fighting not for his own gains but in obedience to his duty to the Peking Government, as, without the presence of Luk Wing-ting, he cannot forsake Canton. They say it is the duty of Lung Chai-kwong to hold Kwangtung for the nation, and that Canton must on no account be administered by Li Lieh-kwan whose past record is sufficient warning to the people not to trust him with any post of importance and responsibility.—N.O.D.N.

ENEMY TRADING.

Important "Black List" Notifications.

The list of persons and bodies of persons, incorporated or unincorporated, with whom trading is prohibited by the Trading with the Enemy (Statutory List) Proclamation, has been further amended by the variation and addition of names set forth in the Government Gazette.

It is notified, in connection therewith, that under the Trading with the Enemy Proclamation of 25 June, and 10 November, 1915, all Proclamations relating to Trading with the Enemy apply to all persons or bodies of persons of enemy nationality, resident or carrying on business in Persia, Morocco or Portuguese East Africa, and consequently it is an offence to trade with any person or body of persons of enemy nationality, resident or carrying on business in Persia, Morocco or Portuguese East Africa, even though such person or body of persons is not included by name in the list, and the omission of the name of any such person or body of persons from such list is not an authority or licence to trade with such person or body of persons.

Where a firm named in the list has more than one branch in the same country, all branches in that country are held to be included in the list, even in cases where no address, or of several addresses one only, is specifically mentioned.

FORGERY CHARGE.

A European Ship's Officer Charged.

A European, named Adolph Christianson, was charged before Mr. J. B. Wood, at the Police Court this morning with uttering by means of forgery three United States of America bills of exchange, each of a face value of \$100 gold, on February 14, 1916, the bills being cashed by a Mr. Greenfield.

Defendant was represented by Mr. Denny.

His Worship said the best thing to do would be to call the Crown and Mr. Greenfield as soon as possible, and he thought it would be better to adjourn the case until Wednesday.

Mr. Denny said he believed defendant had friends in the Colony who would put up between \$500 and \$1,000 bail, and more could be put up if there was time to cable. His family and most of his friends were in Manila. He was a member of the China Coast Officers' Guild.

Detective Inspector Sullivan said if defendant was let out on a light bail he might take to his ship and go to Manila.

Defendant was ultimately remanded in Police custody until Monday, when the question of bail will be decided. The first hearing of evidence will be taken on Wednesday.

LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follows:—

August	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	Total to 18th inst.	Daily average
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	2,218	123.11

Daily average 123.11

DAIRY FARM NEWS.

NOTHING CAN EXCEL

OUR DAISY BRAND BUTTER.

IT IS ABSOLUTELY THE BEST NEW ZEALAND TABLE BUTTER.

SOLE AGENTS:—

THE DAIRY FARM CO., LD.

NORTH BRITISH

AND

MERCANTILE

INSURANCE CO.,

THE OCEAN MARINE

INSURANCE CO., LTD.

AND

THE RAILWAY PASSENGERS

ASSURANCE CO.

The Undersigned AGENTS for

the above Company are prepared

to ACCEPT RISKS against

FIRE at Current Rates.

SHEWAN, TOMES & CO

Agents.

Yorkshire

Insurance Co., Ltd.

ESTABLISHED 1864.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.

AGENTS.

SAKURA BEER



SOLE AGENTS:—
SUZUKI & CO.
TEL. 468
ALEXANDRA BUILDING.

10-DAY'S ADVERTISEMENTS.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers "ECUADOR," "VENEZUELA" and "COLOMBIA," 10,000 tons each.

Hongkong to San Francisco, via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong.
S.S. "ECUADOR" October 7 1916.
S.S. "VENEZUELA" "
S.S. "COLOMBIA" "

These steamers have the most modern equipment including ALL LOWER BERTHS and Large Comfortable Staterooms.

The Safety and Comfort of Passengers is our First Consideration. For further information, rates, literature, schedules etc., Apply to:—

Company's Office in ALEXANDRA BUILDINGS, Chater Road.

Telephone No. 141.

BRITISHERS ABROAD.

The Question of Enlistment.

The Hon. the Colonial Secretary forwards us the following communication for publication:—

Downing Street, 13th July, 1916.

Sir,—I have the honour to inform you that, the question having been raised whether British subjects ordinarily resident in Great Britain but at present living abroad should return to this country to enlist, the Army Council have requested that it may be made known as widely as possible that they do not intend at present that the provisions of the Military Service Acts should be enforced in respect of persons liable to service under those Acts who are at present residing in British Colonies and Protectorates.

2. The Army Council state that, while every endeavour will be made to utilize the services of such persons, should they return, they must do so at their own risk and expense.

I have the honour to be, Sir, Your most obedient, humble servant

(Sd.) A. BONAR LAW,
The Officer Administering the Government of Hongkong.

TO-DAY'S ADVERTISEMENTS.

THE BANK OF CHINA, CANTON.

NOTICE IS HEREBY given that the payment of due coupons of the Chinese Government 6% Internal Loan Bonds of the Third and Fourth Years will be made by us at the Office of the Hongkong and Shanghai Banking Corporation, No. 1 Queen's Road Central, Hongkong, while our Canton Office is temporarily closed.

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TO-DAY'S ADVERTISEMENTS.

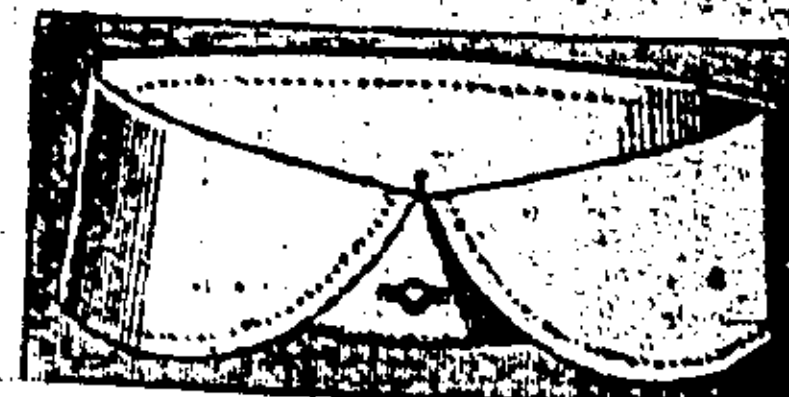
THE BANK OF CHINA, CANTON.

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Summit

SHAPE
63

FRONT 1 INCH, BACK 1 1/4 INCH.



The Collar that is comfortable on the hottest day. The band is exceptionally low in front, allowing perfect freedom for the neck, and yet the collar does not lose any of its "dressy" appearance because the top fold-in front is cut deep enough to set well down on to the shirt.

MACKINTOSH & CO. LTD.

Men's Wear Specialists,
18, DES VŒUX ROAD.

NEW COLUMBIA RECORDS

BY Y S A Y E

(Cde Famous Belgian Violinist)

36520 — CONCERTO IN E MINOR (MENDELSSOHN)
36514 — SCHERZO VALSE ... (CHABRIER)
7102 — HUMORESQUE ... (DVORAK)
7103 — AVE MARIA ... (SCHUBERT)
7106 — HUNGARIAN DANCE NO. 5 ... (BRAHMS)

THE ANDERSON MUSIC CO., LTD.
6, DES VŒUX ROAD. TEL. 1322.

WM. POWELL, LD.

Telephone 346

NEW CONSIGNMENT

OF

SHIRTS

FOR

Day or Evening Wear

SMARTLY DESIGNED — PERFECT IN FIT.

3 NEW Collars
"PERFECT."NUMBER
800.
870.
Perfect.

A double collar PERFECTLY CONSTRUCTED allowing PERFECT FREEDOM for the tie.

SEND FOR SAMPLE HALF DOZEN.

WORTH HAVING.

D. & J. Mc. CALLUM'S
PERFECTION

SCOTCH

AVOID
IMITATIONS.

SOLE AGENTS:—

CANDE, PRICE & CO., LTD.

Tel. No. 135

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

For	Steamers	To Sail On	Remarks
L'DON, B'bay via S'pore, Penang, O'bo, Port Said and Marseilles...	NORE Capt. D. Asbury	noon 25th Aug.	Connecting at Colombo with Mail Steamer MOOLTAN.
SHANGHAI, Moji, Kobe and Yokohama...	NAMUR Capt. A. Collyer	about 30th Aug.	Direct Service.
L'DON & B'bay via S'pore, Penang, O'bo, Port Said & Marseilles...	MALTA Capt. C. C. Talbot	noon 8th Sept.	Connecting at Colombo with Mail Steamer KA-HGAR.
SHANGHAI, Moji, Kobe and Yokohama...	SARDINIA Capt. J. T. Jeffery	about 9th Sept.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

P. & O. S. N. Co.'s office, Hongkong, 17th Aug., 1916.

E. V. D. Parr,
Acting Superintendent.

CANADIAN PACIFIC
OCEAN SERVICES
LIMITED
TRANS-PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days.

Hong Kong to Chicago 21 days. Hong Kong to New York 22 days.

EMPRESS OF RUSSIA and EMPRESS OF ASIA

16,500 tons Gross Register. Quadruple Screw, Speed 21 Knots.

Largest and most Luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change)

EMPRESS OF RUSSIA 6 Sept. EMPRESS OF RUSSIA 1 Nov.

Monteagle 8 Sept. Monteagle 7 Nov.

Empress of Japan 20 Sept. Empress of Japan 15 Nov.

EMPRESS OF ASIA 4 Oct. EMPRESS OF ASIA 29 Nov.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

Monteagle calls Moji instead Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast, Europe ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to

P. D. SUTHERLAND, General Agent, Passenger Department, Hong Kong.

J. M. WALLACE, General Agent, Hong Kong.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Shirala," tons 5,306, Capt. Terry, will be despatched for Shanghai, Kobe & Moji on the 24th Aug.

WESTWARD.

The S.S. "Santhia," tons 5,192, Capt. J. W. Robertson, will be despatched for S'pore, Penang, Rangoon & Calcutta on the 23rd Aug.

The above steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD., Agents.

Hongkong, Aug. 18, 1916.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For LONDON, Steamers, Sails, City of Norwich, 5th Sept.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD., General Agents,

or to REISS & Co. Canton

Hongkong, 3rd Aug., 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD., Agents.

Telephone No. 14.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Durban, Cape Town, Tenerife, and SEATTLE via Keelung, S'hai, Moji, Kobe, Yokohama, and Yokohama...	Atsuta Maru Capt. Itano T. 15,000 Hitachi Maru Capt. Tominaga T. 13,500 Yokohama Maru Capt. Shinoh T. 12,500 Sado Maru Capt. Asakawa T. 12,500	SUN., 20th Aug. at 11 a.m. THURS., 24th Aug. at noon. FRIDAY, 1st Sept. at 4 p.m. TUES., 29th Aug. at 4 p.m.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane...	Tango Maru Capt. Soyeda T. 13,500 Nikko Maru Capt. Takeda T. 9,600	TUESDAY, 12th Sept. at 4 p.m. FRI., 13th Oct. at 4 p.m.
CALCUTTA via S'pore, Penang & Rangoon...	Ceylon Maru Capt. Tsuda T. 10,000	FRIDAY, 1st Sept. at 11 a.m.
BOMBAY via S'pore, Malacca & C'bo...	Rangoon Maru Capt. Hori T. 8,000	WEDNESDAY, 23rd Aug. at 11 a.m.
SHANGHAI, Kobe and Yokohama...	Tosa Maru Capt. Sakamoto T. 10,000	SUNDAY, 20th Aug. at 11 a.m.
Kobe and Yokohama...	Benien Maru Capt. Tomida T. 8,000	THURSDAY, 24th Sept. at 11 a.m.
NAGASAKI, Kobe and Yokohama...	Nikko Maru Capt. Takeda T. 9,600	SUN., 10th Sept. at noon.
SHANGHAI, Kobe and Yokohama...	Kitano Maru Capt. Cope T. 16,000	FRI., 25th Aug. at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Yokohama, Yokohama, San Francisco, Panama and Colon...	Tokiwa Maru Capt. Akamatsu Tons 15,000	About 1st September.
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Wireless Telegraphy. NIPPON YUSEN KAISHA. Telephone No. 292 & 293. B. MORI, Manager.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
*Persia Maru	9,000 - 14 knots	21st Sept. at 10.30 a.m.
Tenyo Maru	22,000 - 21 knots	4th Oct. at noon.
Nippon Maru	11,000 - 15 knots	17th Oct. at 10.30 a.m.

Siberia Maru 18,000 - 18 knots 22nd September.

*Via Manila, Omitting Shanghai. *Cargo only. *Proceeding to South America Ports.

*For this voyage the Persia Maru will omit the call at Manila, Shanghai and Honolulu.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

RUSS & THE WORLD tickets issued in connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANSANDAN ROUTE TO BUENOS AIRES, ETC.

Steamer Tons & Speed Leave Hongkong

*Anyo Maru 18,500 - 15 knots 12th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to K. DOI, Agent, KING'S BUILDINGS.

Telephone No. 291.

JAVA-PACIFIC LIJN.

Monthly Service between

NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Arakan 11th Sept. S.S. Karimoon 11th Nov.

Tjisondari 12th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPH.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:—

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Building Managing Agents.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU.

SEPTEMBER 5 - NOVEMBER 11 - JANUARY 18, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER

SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Building's, Ice House Street.

Telephone No. 291.

SZE YAP S.S. CO., LTD.

HONGKONG, CANTON, MACAO & KONGMOON STEAMERS.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON 5.00 a.m. CANTON TO HONGKONG 5.00 p.m.

EXCURSION TO MACAO EVERY SUNDAY.

HONGKONG TO MACAO 9.00 a.m. MACAO TO HONGKONG 4.00 p.m.

HONGKONG-KONGMOON LINE.

S.S. SHAN LEE: CAPT. SCOTT.

HONGKONG TO KONGMOON 6.30 p.m. KONGMOON TO HONGKONG 5.30 p.m.

GOOD MEALS AND EVERY COMFORT

MANAGERS:—(Y. C. LAW

JIM KAI.

Telephone No. 297.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI	Anhui	20th Aug. at d'light.
HONGKONG	Huichow	20th Aug. at d'light.
PORT COURBET/SWATOW Kiang		21st Aug. at d'light.
H'HOW, F'HOI & H'PHONGSungkiang		22nd Aug. at 10 a.m.
MANILA, CEBU & ILOILO	Tan	22nd Aug. at 4 p.m.
SHANGHAI	Luchow	22nd Aug. at 4 p.m.
SHANGHAI	Shantung	24th Aug. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chinua," "Taming," and "Teau." Excellent saloon accommodation amidships, electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Chenan," "Luchow," "Yingchow," "Shantung," and "Sindiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36. Hongkong 19th Aug., 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijlaroom	SHANGHAI	in port	21st Aug.	BATAVIA
Tjilwong	KOBE	21st Aug.	23rd Aug.	BATAVIA
Tjikini	JAVA & MACASSAR	24th Aug.	28th Aug.	AMOY
Tjibodas	JAVA & MACASSAR	28th Aug.	2nd Sept.	KOBE

* Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574. York Building. 15

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St Albans	18th Sept.	26th Aug. at 11 a.m.
Eastern	18th Sept.	4th Oct. "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

† All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.,

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.

Halching W. C. Fasmore TUES., 22nd Aug. at 2 p.m.

Halhong J. W. Evans TUES., 29th Aug. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—(Subject to Alteration).

For	Steamship	On
MANILA	Yuensang	Sat., 19th Aug. at 3 p.m.
S'PORE, Pang & C'cutia	Kumsang	Wed., 23rd Aug. at 3 p.m.
SHANGHAI	Wosang	Thur., 24th Aug. at d'light.
SHANGHAI	Yusang	Fri., 25th Aug. at d'light.
MANILA	Loongsang	Sat., 26th Aug. at 3 p.m.
S'PORE & Sourabaya	Chunsang	Thur., 31st Aug. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

† Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Simporna, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage.

Under Straits Government Passport Regulations.

All European Passengers leaving the Colony for Straits settlement are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

to Apply JARDINE, MATHESON & CO., LTD.

Telephone No. 116. General Managers.

LOG BOOK.

Propeller Results.

At the recent spring meeting of the Institution of Naval Architects Mr. Denholm Young contributed a paper on "propeller results." Mr. Jans, the secretary of the institution, has since received the following contribution from Colonel G. Rota, R.N., on the paper:—Mr. Denholm Young's paper will be well received by all those interested in screw propeller design. The author's idea of representing the "constants" obtained by screw propeller model experiments, in a practical form, requiring no numerical calculations in the design work, is a very valuable one. In 1893 Mr. Young was the first to introduce the use of hull resistance (or its functions) and speed curves plotted on logarithmic co-ordinates on a transparent sheet which moved in a given manner on the logarithmic field, and made it possible to obtain in an easy and direct manner, and without calculation, the hull resistance values corresponding to several ship sizes. In an analogous way he traces a logarithmic field of h.p. or p.h.p. and revolution, slip, pitch ratio, which may be referred to screws of any diameter, but similar in shape to a standard one, introducing also correction coefficients for the number of blades and disc area ratio. In other words, a graphic method of representing the "constants" of a standard screw working on a large range of pitch ratio and slip values. Having taken a great interest in Mr. Young's method, I had introduced it in Italy, and I succeeded in working out its extension to the graphic calculation of the skin resistance correction; so as to obtain by the graphic method the two parts of the total hull resistance, namely, wave resistance and skin resistance. This method is detailed in the "Rivista Marittima," May, 1893, and in "La Vascia per le esperienze d'Architettura Navale," 1900, and is generally used in the Italian Navy in all ship resistance calculations. Last year I had an opportunity of co-ordinating the results of several model screw experiments for different shapes of blades, pitch ratio, and disc area for different classes of ships, and I arranged to plot them on logarithmic scale diagrams in a similar manner to that used for hull resistance. It was not merely one standard screw adapted to several pitch ratios and disc area ratios, but of several screws differing both in blade pattern and slip ratio, the latter to be applied just as they were tried. I thus obtained a first set of results which became the starting point of a series of further researches, which are now being carried out at the experimental tank in Spezia. The results of each screw plotted on the base of thrust and speed at different slip ratios give the data necessary for any further calculation relating to the application to full-sized vessels. I would have had the honour of submitting this work to the Institution of Naval Architects for the spring meetings if the special circumstances under which we now hold our meetings had not prevented me from completing it in proper time. It is now being printed in Italian. The subject is analogous to that of Mr. Denholm Young's paper. I have lately been in a position to compare the results obtained with full-sized propellers with those of models, and I have had a further proof of the reliability and rapidity of the graphic method just referred to in the ordinary screw propeller problems. The agreement of my work with Mr. Young's must be considered as evidence of the need that exists for all who are interested in practical matters to have easy and rapid methods, dispensing with tiresome and cumbersome calculation; we must all acknowledge that the whole merit of the advantage obtained with this method is due to Mr. Denholm Young, who first introduced it, thus laying the foundation for all further developments.

Oysters, Fresh, Fried or Steamed

Findon Haddock, Kippers &c.

ALEXANDRA CAFFE.

THE DEUTSCHLAND.

THE CAPTAIN'S STORY.

How the Super-Submarine Crossed the Atlantic.

On the arrival of the German super-submarine Deutschland at Baltimore, the captain of the vessel issued the following type-written statement:—

"The submarine Deutschland, which I have the honour to command, is the first of several submarines, built to order of the Deutsche Ozean-Rhederei G. M. B. H. Bremen. She will be followed by the Bremen shortly.

"The idea of this submarine emanated from Mr. Alfred Lohmann, then president of the Bremen Chamber of Commerce. He brought his idea in the fall of last year confidentially before a small circle of friends, and the idea was taken up at once. A company was formed under the name of 'Deutsche Ozean-Rhederei G. M. B. H. and the Germaniswerft, Kiel,' was entrusted with the building of the submarine.

"The board of directors is composed of Mr. Alfred Lohmann, president of the board; Mr. Philipp Heineken, general manager of the Nord Lloyd; Mr. Kommerzienrat P. M. Herrmann, manager of the Deutschebank. Mr. Carl Stapelfeldt, manager of the Nord Lloyd, has taken over the management of the company.

"We have brought a most valuable cargo of dyestuffs to our American friends, dyestuffs which have been so much needed, and which the ruler of the seas has not allowed the great American republic to import. While England will not allow anybody the same right on the ocean, because she rules the waves, we have by means of the submarine commenced to break this rule. Great Britain cannot, however, hinder boats such as ours to go and come as we please.

"Our trip passing Dover across the ocean was an uneventful one. When danger approached, we went below the surface, and here we are, safely in an American port, ready to return in due course.

"I am not in a position to give you full details regarding our trip across the ocean; in view of our enemies. Our boat has a displacement of about 2,000 tons and a speed of more than 14 knots. Needless to say that we are quite unarmed and only a peaceful merchantman.

"Regarding things in Germany I may mention that everybody is convinced of the full final victory of the German arms and those of our allies. All facts of the last twenty-two months go to prove that there is no doubt for this. All Poland and Kurland, a country of the size of two-thirds of Germany, are, since twelve months, under peaceful rule, and the entire country has been put under the plough, and thousands of acres will be serving for the next winter's supply of foodstuffs. Rain and warm weather in April and May have brought a crop in view all over Germany, Austria-Hungary, Bulgaria and Turkey, finer than since a century.

"All Serbia, Montenegro, and a great part of Albania are in the same position. Besides Belgium, one-seventh of France is in German possession, and all in a flourishing agricultural state; so there is really not the least anxiety for the British attempt of trying to kill by starvation a hundred million German and Austrian children and women and non-combatants, the most devilish plan ever tried by any nation in the world.

"Our boats will carry across the Atlantic the mails, and save them from British interception.

"We trust that old friendly relationship with the United States going back to the days of Washington, when it was Prussia who was the first to help America in its fight for freedom from British rule, will awake afresh in your beautiful and powerful country.

"The house flag of the Deutsche Ozean-Rhederei is the old Bremen flag, red and white stripes, with the coat-of-arms of the town, the key in the corner. This key is the sign that we have opened the gates which Great Britain tried to shut upon us and

the world. The gates which we opened with this key will not be shut again. Open door to the trade of the world and freedom of the oceans and equal rights to all nations on the ocean will be guaranteed by Germany's victory in this struggle for our existence.

Went Submerged only 90 Miles.

"Captain König's own story of the Deutschland's voyage was told to newspaper correspondents soon after he made public his prepared statement. He laughed at stories of his being chased far off his course by enemy vessels, and declared that during the entire trip he travelled submerged only about ninety miles.

"I have seen," said the captain, "statements that we were forced to go hundreds of miles out of our course in the Atlantic because of British warships. That is not so. Why should we go out of our course, except to submerge? That is the simplest and most effective way to get out of our course. Besides, it is much easier to submerge.

"We came to Hampton Roads by the straight course from the English Channel. We did not come by way of the Azores. Altogether, from Heligoland to Baltimore, we covered 3,800 miles. Of that distance 90 miles were driven under the surface of the water.

"Throughout the entire trip the officers and crew were in excellent health and spirits. Of course, when we were under water for long spells the air got very stuffy sometimes, and there was some inconvenience, but it never was serious. The Deutschland is built to stay under water for four consecutive days, so you see we never reached anywhere near our submergence limit on this voyage.

"The ship is much easier to ride in than a torpedo-boat destroyer; much steadier. Nothing can happen to her, she is so perfectly built. Of course, she rolls a little at times, but that is no hardship. Any nation that can build a ship like the Deutschland can do what we did."

The German commander talked with the smiling enthusiasm of a child as he related the principal incidents of his remarkable feat.

"There is little to tell of the trip," he continued, "we left Heligoland on June 22 and steamed on the surface into the North Sea. Before sailing we conducted trial trips and drills for the crew for the days of two weeks, having proceeded from Bremen to our starting point. I had never been on a submarine voyage, and the training I had all was received in the practice trips on the Deutschland.

"Everything went without incident the first day, but on the second day in the North Sea we were in the zone of the British cruisers and destroyers. We sighted their smoke frequently, but only dived when we thought there was danger of our being detected. Of course, we were difficult to see, because we were running slow in the water and gave out no smoke. We did submerge several times in the North Sea, staying under some times two hours and some times less. Every time we came to the surface, if all looked well, we kept on going. We saw no British battle-ships in the North Sea, only cruisers and destroyers, or at least, what we took to be British naval vessels.

"We did not on the entire trip come into close proximity with any man-of-war. We avoided them all. It was very simple.

"We went through the English Channel, which is alive with warships, and on the night of the fourth day we submerged and remained still all night on the ground on the bottom of the Channel. There were lots of cruisers near us, we knew, and it was very foggy. So we thought it wise not to take any chances, and I gave the order to submerge for the night and until there should be clearer weather. The next morning all was well, and we proceeded through the Channel into the Atlantic Ocean without incident.

"Our trip has demonstrated that the big merchant-submarine is practical, and that it has come to stay. We expect the venture to be a great financial success.

"The ship can carry a cargo of 1,000 tons and on this trip carried 750 tons of dyestuffs valued at \$1,000,000. The charge for the shipment alone will pay for the cost of the Deutschland, about \$500,000. On this trip we carried no mails, nor did we carry money or securities. Also we came without insurance, running entirely at our own risk."

"Did you bring a message from the Kaiser to President Wilson?" the captain was asked.

"No. We did not," Capt. König replied with emphasis. "That is plain lie."

"We will get back again carrying whatever cargo there is for us to take. And we can go without taking on any oil here. We have enough left to take us home. And I want to say that it will be just as easy to go back as it was to come over. We will have no difficulty getting out of the Cape—that is, if British warships do not break neutrality and come within the three-mile limit to attack us. How soon we shall leave I do not know, but we will be ready as soon as we get a cargo."

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Capt. König said that the Deutschland was built for submergence to a depth of 200 feet, but that it was seldom necessary to go more than fifty feet below the surface.

The captain said he had been in the merchant service for many years and that in recent years he had commanded the Prinzess Irene and the Schleswig. He paid high tribute to the crew and his fellow-officers. The chief engineer is F. Klees, the first officer F. Kripf, and the second officer M. Eyring. He said the greatest credit for the success of the voyage should be given to Engineer Klees.

"He is most entitled to the credit," he added, "and I depended upon him every minute of the day and night."

As he ended the interview, the captain said he expected the next submarine merchantman to reach the United States within eight weeks.

The captain talked with port officials, as his vessel was preparing to move up to dock from the lower harbour, where she dropped anchor at eleven o'clock last night at the end of her voyage across the Atlantic through lanes of vigilant enemy warships. He spoke freely to the officers and laughed over his feat. To newspaper men shouting questions over the ship's side, he was not so communicative, explaining that a formal statement would be issued later by the representatives of his owners.

During the night a considerable part of the Deutschland's crew had been sent and a small searchlight played almost constantly upon a newspaper yacht anchored near by. The tug Thomas F. Timmons, conveying the submarine, also kept the yacht under close surveillance.

Her Papers Examined.

Soon after four o'clock when daylight was beginning to show faintly through heavy low-lying clouds and a steady drizzling rain, a boat with health and customs officials aboard put out from the Quarantine station and went alongside the submarine. To the Municipal Health officer, Dr. Thomas L. Richardson, the skipper, presented his bill of health, issued to him by William Thomas Fee, United States Consul at Bremen, on June 14.

The document described the Deutschland as "a vessel engaged in the freight trade between Bremen and Boston or other Eastern Atlantic ports." It records her gross tonnage as 791, says she is newly built, has a cargo of dyestuffs in good condition, and "a wholesome supply of water from the Bremen Water Works."

One thing the boarding officers noted particularly—there were no torpedo tubes or guns of any description visible aboard the vessel. They had been told that she mounted two small calibre rifles for defence, but came ashore convinced that the visitor was wholly unarmed.

It was learned that the boat left Bremen with her load of about 750 tons of valuable dyestuffs which her owners hope to sell to American manufacturers for a large gain. At Heligoland she waited nine days, leaving there on June 23 to plough deep beneath the surface of the North Sea to escape the watchful eyes of the Allied blockade.

Curious Seaworthiness Point.

London, July 13.—To-day the Court of Appeal, consisting of Lords Justices Swinfen Eady, Phillimore, and Bankes, heard an appeal by the owners of cargo lately laden on board the steamer Thorsa, against a decision of Mr. Justice Baggallay in an action brought by appellants against the owners of that vessel for damage through alleged negligence to a quantity of chocolate carried on the steamer.

Mr. McKinnon, K.C., and Mr. Dunlop (instructed by Walton and Co.) were for the appellants, and Mr. Peterson, K.C., and Mr. Nielson (instructed by B. Herrell and Roche) for the respondents.

CHEESE AND CHOCOLATE.

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The circumstances were as follows: The appellants were the owners and consignees of 1,838 cases of chocolate which they shipped on board the Thorsa in good order and condition under a bill of lading dated the 8th December, 1914, for carriage from Genoa to London. When the chocolate arrived it was stated to be badly tainted by Gorgonzola cheese, a quantity of which was also carried in the vessel. It was alleged by the method of stowage adopted by the shipowners the chocolate became contaminated, and it was contended that the presence of the cheese in the vicinity of the chocolate rendered the vessel unseaworthy for the carriage of the chocolate. Defendants denied that they had been guilty of any breach of duty and pleaded that they had taken all reasonable means for the ventilation of the cargo. It was admitted that in the course of the voyage the weather was such that all the ventilation covers had to be kept on and the hatches closed. Mr. Justice Baggallay, who tried the action, said that in his opinion the ship was seaworthy when she started on her voyage and that there was no reason why she should not carry both the cheese and the chocolate. He said they were not dangerous cargoes, either of them. It was a case of bad stowage and nothing else, and that bad stowage did not render the vessel unseaworthy. He therefore gave judgment for the defendants, and against this decision the present appeal was brought.

Mr. McKinnon, for the appellants, argued that the warrant of seaworthiness was in no way affected by the exceptions against negligence. The ship was supposed to start in a seaworthy condition, and if owing to bad stowage the vessel was not fit to carry the chocolate the warranty had not been carried out.

Lord Justice Phillimore pointed out that a ship must be reasonably fit for the purpose which it was to be put. If a vessel had carried petroleum, and was to carry flour, it must be cleaned out. The receptacle must be made sweet and clean. There had been many cases of taint. Their Lordships said that the judgment in the court below was right, and the appeal failed.

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ABILITY TO WIN.

The Allies First Step to Victory.

The Author of the "Letters from Mrs." in the Pall Mall Gazette writes as follows:—

The term "initiative," as applied to war is an arbitrary term, born of the misunderstanding that a superiority in numbers, armaments, equipment, reserve power, and above all morale, justifies one of the opponents in choosing his own time to impose his will by force of arms upon his adversary. It is the acme of self-consciousness of the ability to win.

The surrender of the initiative is a tacit acknowledgment of inferiority. Once relinquished it can only be regained with the help afforded by time to enable the powers of recuperation to be established, or by the opportunity furnished by the glaring errors of an adversary. The spirit of the initiative renders armies strong. It imbues them with all the soul of the offensive. They have faith in their invincibility. It appeals to the individual man to display to fellow men the real courage that lies within him. It gives to all ranks the chance of showing their real worth.

The Allies, as we all know, went into war nearly two years ago, utterly unprepared. We need not labour the sad consequences of this unpreparedness. The initiative lay with a powerful foe who had made the study of war the first pursuit in the curriculum of education for a past half-century. His reward is pictured on the war map, but in spite of victory after victory his end is far from being obtained, for he has failed to break the Armies of his opponents. The path of victory for the Allies on land have yet to be charted, but there is no need to despair of a triumph. True Great Britain has scored one great achievement over her enemy on her element, the sea, another over herself within her own shores. She has saved herself from the stigma that stained her reputation in the eyes of her Allies, by adopting, like them, the principle of the law as the recruiting sergeant for her forces. She has built up an Army with extraordinary zeal and energy, but by the methods employed in making the structure, the full power of the manhood is by no means contained in it. A mass of real fighting material lies still in the forge, the mine, and the foundry.

The Strength of Youth.

The strength of a nation lies in its youth, in the period of life between nineteen to twenty-seven. The body is then quite vigorous enough to endure hardships. The touch of headstrongness, a quality peculiar to the freshness of youth, is an excellent salt for martial ardour. With the great achievement of having created an Army during a period of war, and not before it, we have been bound to leave it with innumerable mistakes. After much experience, and after constant and varying changes, our divisions have been moulded into a more or less uniform alloy, and thanks to time and to devotion of old professional instructors, the whole has been for some weeks ready in the opinion of its leaders to strike, and has been silently awaiting the call.

In war nothing is impossible. Few men prophesying as to the result of this contest would have ventured to predict that the great General Staff in Berlin, which controls both the diplomacy of its Ally and the military direction of its Armies, would have created a situation which seems likely to prove the turning point in the struggle, and one that is distinctly unfavourable to the Central Powers.

There is initiative in diplomacy, as well as in war. The War Cabinet of the Entente Powers were slow to reckon with this fact. They permitted their adversary to forestall them, and by their apathy or absence of co-ordinate policy not only lost the chance of striking in potential Allies, but found themselves misled by an astute foe with the responsibilities of overseas diversions in war which entailed a drain upon the military requirements in the main theatre of operations. The Allies, however, have not been misled.

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in war should fall into a similar one of his own making. The diversion in the Trentino imposed upon the Armies of her Ally by Germany could only be carried out by the sacrifice of strength in the main theatre of her operations in Galicia.

Gaining the Initiative.

The dawn of the transfer of the initiative from the hands of Germany to those of the Allies may be said to date from June 4, when Russia, seizing the opportunity afforded by a weakened adversary, launched the armies of Brusiloff in the great offensive. The strategy was well conceived in both method and execution.

The very novelty in the design of bursting simultaneously through a long opposing line of some 230 miles in length was deserving of success. Like all bold ventures when braced up with the elements of surprise, it carried Russian arms well into the hostile lines. As with other rapidly executed attacks in war, the first dash has created a new situation. Our Ally has, as to be expected, been brought up short near the real strategic points in the defence system of the Central Powers in the Eastern theatre, notably at Kovel, which is vital to German communications, and near Brody, which stands at the gate of Lemberg, the capital of Galicia. It is in the south, however, owing to the capture of Czernovitz and Kolomea, that our Ally may not only regain Eastern Galicia, but may possibly overwhelm more than one of the armies of his adversary.

Within three weeks of the forward movement of Russia, our Ally in Italy was in position to assume the offensive. The initiative has passed into the hands of Cadorna both in the Trentino and on the Isonzo. The strategic situation in this region cannot be said to afford an opportunity of capturing or destroying the armies of its opponents as does the Russian one, but it is interesting to note that the Imperial Headquarters, with its decision in this sphere, has been compelled to give up its objective long before completion. By the forward movement of our own Army, and of our French Ally, in the region of the Somme on July 1, the circuit of initiative has been completed. There is "no discharge in war" if it be broken. The Allies, after fighting with their backs to the wall for eight months, have now to retrieve all the mischief done by a ruthless foe. They can choose their own time for the purpose, if they but appreciate correctly the great advantage that has accrued to them.

THE TRUTH ABOUT AMERICA.

Pro-Ally, But for Peace at (Almost) any Price.

New York, June 21.—A newcomer to the United States these days very soon realises that public opinion in England has been rather unjust to President Wilson. In so far as he stands for the embodiment of American policy, with all its seeming vacillation, its readiness to turn the other cheek, and its apparent desire to "take the cash and let the credit grow," the hard things said about him at home and in Allied countries have doubtless some justification.

It is easy to find many resorts in New York where the Kaiser is toasted nightly in a very good imitation of Pilsener beer. But these are purely German places, run by Germans and almost exclusively patronised by the same races. Out in the streets, in the public places, and, above all, in the newspapers, one hears and reads language that would warm the heart of the most patriotic Briton. Seventy-five per cent. of the American people are anxious to see Germany defeated; the majority desire that event, and make no secret of their desire. But against this must be placed the undoubted fact that an even larger majority—90 per cent.—is too conservative an estimate to desire that under no circumstances shall the United States allow itself to be dragged into the European war.

It will not have escaped attention that both the Democrats and the Republicans have carefully abstained from inserting in their party "platforms" a single word on the subject of intervention. It is true both parties have recently shown a most commendable zeal for the so-called defence of the country. "Preparedness" is the order of the day, and at the moment of writing it seems likely that Congress will adopt the largest naval ship-building programme ever proposed on this side of the Atlantic. —Pall Mall Gazette.

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New Respect for Britain.

Within the last week I have talked with many representative Americans. With scarcely an exception they expressed the opinion that the defeat of Germany and the extirpation of Prussian militarism were indispensable conditions for the future welfare of humanity. While some are inclined to be outspoken in regard to what they consider to have been errors and blunders on the part of the Allies, all unite in paying a warm tribute to the resolution, patience, and quiet heroism displayed by the people of the Entente Powers.

Sometimes their warmth on this point becomes embarrassing, for when the American is touched he is apt to indulge in oratory which sounds strange to an ear attuned to the restrained speech of the English. But it is unquestionably true that Britain and the British never stood so high in American estimation as at the present day. France, too, is loved and honoured as never before. The singing of the "Marseillaise" at the Allied Bazaar, which has been in progress here during the last week, was always the signal for an extraordinary outburst of enthusiasm.

The defence of Verdun has seized the American imagination to a greater extent than any other recent phase of the war. The papers are full of glowing eulogies of the Saviour of France, of her superb fortitude under adverse conditions, and of the steadfast valour of her astonishing soldiers. In the case of Russia the war has brought a tremendous revelation of feeling. In the days of peace the average American's ignorance of Russia was probably greater than that of his British cousin, which is saying a good deal. Anti-Russian feeling was very pronounced, a fact largely due to the ubiquitous German-Jewish element in American life. But to-day all that is changed. The American has learnt to admire in Russia the same qualities that he has seen displayed by France and Great Britain. In a word, so far as moral support is concerned, an overwhelming majority of the American people are sworn friends of the Allies.

No Word of Intervention.

But more than that it would be quite misleading to say. Whatever may have been the case at earlier periods of the war, when the United States suffered a whole series of outrages and insults at the hands of Germany, and feeling, even at Washington, was running dangerously high, to-day there is no word of intervention in any quarter, responsible or the reverse. It is doing no injustice to the American nation to say that its present watchword is "peace at almost any price." The humblest citizen and the highest official of the Administration are at one in their determination to avoid being drawn into the war if it be humanly possible. The pro-Ally party may be strong, but the pro-peace party is stronger, infinitely stronger.

In England the view is widely held that President Wilson is himself personally responsible for the failure of his country to take strong action against those who have deliberately murdered the American flag. But this view is immediately seen to be fallacious when the facts are studied in America itself. Whatever his faults or failings, there is not a shred of doubt that President Wilson's policy throughout the war has faithfully reflected current opinion in the United States. While his methods are sometimes criticised, his purpose is applauded by the entire nation, and that purpose was, and still is, to keep the United States remote from the terrible struggle in Europe.

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DAIRY FARM NEWS.

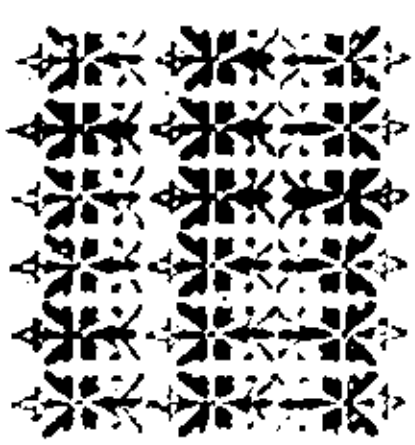


DON'T WORRY!

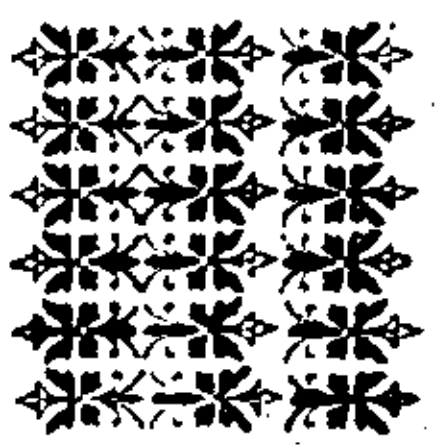


OUR **BUTCHERY DEPARTMENT** CAN

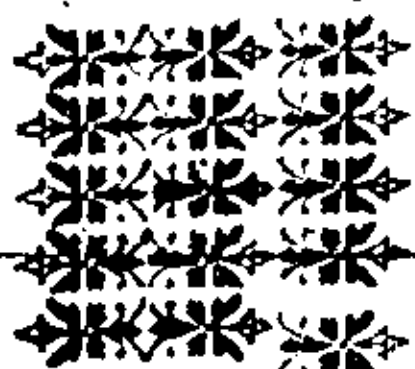
SUPPLY SUITABLE PROVISIONS FOR YOUR TABLE



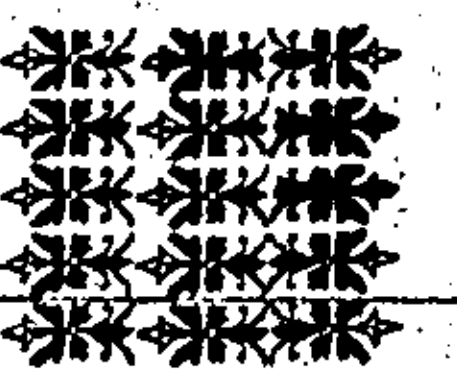
CORNERED BEEF.
CORNERED PORK.
SAUSAGES ALL KINDS.
PRESSED BEEF
COOKED HAM
PORK PIES &c., &c.,



ALWAYS ON HAND.



RABBITS, HARES, FILLET HADDOCK,
KIPPERS, SMOKED HAM, BACON,
FRESH AND AUSTRALIAN BEEF,
MUTTON AND LAMB.



THE DAIRY FARM CO., LTD.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL.

To-day's Closing Prices	STOCK.	Number of Shares	Par Value	Paid Up	1915. Highest	1915. Lowest	1916. Highest to Date	1916. Lowest to Date	Last Dividend and Date
Banks.									
b. x. d. \$740	H.K. & Shanghai Banking Corp.	120,000	\$125	all	845	Sept.	785	May	820 725
n. \$395	Marine Insurance.	10,000	\$250	30	427	Sept.	340	Jan.	425 390
n. 1.155	North China Ins. Co., Ltd.	10,000	\$15	£5	180	April	145	Jan.	180 162½
ea. \$920	Union Ins. S'ty of C'ton, Ltd.	12,400	\$250	100	972	Aug.	760	Jan.	\$1005 \$880
n. ex 73 \$260	Yangtze Ins. Assoc. Ltd.	12,000	\$100	60	280	Dec.	200	Jan.	300 240
n. \$154	Fire Insurance.	20,000	\$100	20	163	Aug.	127½	April	\$7 & \$2 bonus 1914
n. \$385	H'kong Fire Ins. Co., Ltd.	8,000	\$250	50	420	Sept.	385	Jan.	\$27 for 1914
Shipping.									
b. \$133	Douglas Steamship Co., Ltd.	20,000	\$50	all	104½	Dec.	28½	Mar.	\$5.00 Interim a/c 1915/16
n. \$22½	H'kong, C. & M.S.S. Co., Ltd.	80,000	\$15	all	23½	May	19	Dec.	\$1.00 for year ending 31.12.15
s. \$127½	Indo-China Combined Steam Navigation Co., Ltd.	60,000	£5	all	172	Dec.	68½	Jan.	Int. Div. 3/- on Pref. & 10/- on Def. shares, for 1½ year ending 30/6/16, at exch. 2/1½ paid 11/8/16.
n. \$110½	Shell T'port & T'ing Co., Ltd.	3,797,610	£1	all	94½	June	75½	Jan.	Final of 5/- (Coupon 23) making in all 7/- for year 1915
b. \$36	Star Ferry Company, Ltd.	40,000	\$10	all	93½	Oct.	23	July	\$1.65 per share and bonus of 45 cents per share for year ending 30/4/16
ea. \$112	Refineries.	20,000	\$100	all	134½	Sept.	80	Jan.	\$12 for 1915
s. \$39½	Malacca S. Refining Co., Ltd.	7,000	\$100	all	46½	Aug.	13½	Jan.	\$5 for 1915
Mining.									
n. 31½	Kailan Mining Admin'tion.	1,000,000	£1	all	35½	April	30½	Dec.	Interim Div. of 1/- nett a/c 30.6.16. (Coupon No 7.)
n. \$2.50	Raub Australian Gold Mining Co., Ltd.	200,000	£1	all	4.40	Mar.	2.40	Jan.	1/2 for 1909
s. 30½	Tronoh Mines Ltd.	160,000	£1	all	25½	Dec.	32½	Mar.	1/- interim a/c 1916 paid 31.5.16
n. 34½	Ural Caspians	786,666	£1	all	43½	April	25½	Jan.	1/- interim 1915
ea. \$83½	Docks Wharves, Godowns, &c.	60,000	\$50	all	82	Oct.	65	April	\$3.50 for year 1915
b. \$127	H.K. & W.D. Co., Ltd.	61,000	\$50	all	90	Oct.	56	Mar.	\$5 dividend for year 1915
n. t. 67	Shai Dock & Eng. Co., Ltd.	55,700	£100	all	63½	Sept.	49	July	Tls. 7½ for year ending 30.4.16
n. t. 84½	Shai & H'kew W. Co., Ltd.	36,000	£100	all	100	Dec.	70	April	Tls. 3 for 1915
n. \$115	Lands, Hotels and Buildings.	20,000	\$50	all	124	Feb.	108	Dec.	\$3 for 1½ year ending 30.6.16 payable 12/8/16
ea. \$100	H'kong Land Investment Co.	50,000	\$100	all	114	Jan.	103½	Dec.	Int. div. of \$3½ for 1 year ending 30/6/16, paid 26/7/16.
n. \$6.75	H'phreys Estate & F. Co., Ltd.	150,000	\$10	all	7½	Jan.	6	July	35 cents for year 1915.
n. \$38	K'loon Land & B'ing Co., Ltd.	6,000	\$50	20	44	Jan.	40	Sept.	\$2½ for 1915
ea. t. 92	Shanghai Lands.	78,600	£50	all	57	Mar.	107	Dec.	Int. Div. of 20/- for 1½ year ending 30/6/16, exch. 2/1½ per Tael, paid 28/7/16.
n. \$88	West Point Building Co., Ltd.	12,500	\$50	all	68½	Mar.	77	Dec.	Int. div. of \$2 for 1½ year ending 30/6/16, paid 21/7/16
n. \$100	H'kong Central Estates.	10,000	\$100	all	103	Dec.	99	Jan.	\$7.00 for year ending 31.12.15
b. t. \$145	Ewo Cotton S. & W. Co., Ltd.	20,000	£50	all	180	July	117	Jan.	Tls. 16 for year ending 31/10/15
ea. t. 134½	Kung Yik	75,000	£10	all	163	July	111	Feb.	Tls. 1.50 for year ending 31/11/15
b. t. 93½	Laou Kung Mow	8,000	£100	all	90½	Sept.	72	Jan.	Tls. 12 for 1913
b. t. 93½	Shanghai Cottons.	40,000	£50	all	100	May	77	Jan.	Dividend of Tls. 6 & bonus Tls. 1½ for year ending 30.6.15
b. t. 4¾	Yangtzeopos	175,600	£5	all	6½	—	6¾	—	7½ s/c Pref. for 14 Months ending Dec. 1915
s. \$84	China Borneo Company, Ltd.	60,000	£10	all	11½	Apr.	5½	May	72 cents for 1915
b. \$4½	China Light, Power Co., Ltd.	50,000	\$5	all	3.65	Mar.	4.95	Oct.	6½ for year ending 28.2.06
b. \$8.60	Do. (Spec. shares)	50,000	\$1	all	7½	Jan.	10.15	Oct.	70 cts. for 1915
n. \$41	China Prov. L. & M. Co., Ltd.	125,000	\$10	all	35	Jan.	29	Dec.	\$1.25 for year ending 31.7.15
n. \$9.60	Dairy Farm Company, Ltd.	40,000	\$7½	6	11.20	Oct.	5.20	Jan.	60 cts. for 1915.
b. \$51	Green Island Cement Co., Ltd.	400,000	\$10	all	45	Oct.	36½	Feb.	\$2.25 for year 29/2/16
n. \$160	Hongkong Electric Co., Ltd.	60,000	\$10	all	190	Dec.	183	Oct.	Int. Div. of \$2. for 1½ year ending 30/6/16 payable 22/8/16
ea. \$35	Hongkong Ice Co., Ltd.	60,000	\$25	all	190	Dec.	183	Oct.	Int. Div. of \$1. for 1½ year ending 30/6/16, payable 23/8/16.
b. & ea. \$7.50	Hongkong Tramway Co., Ltd.	325,000	5/-	all	6	Oct.	5	Apr.	7½ p.a. for 1½ year ending 30/6/16, at exch. 2/1½ (c. 167) payable 13.9.16.
ea. t. 26½	Langkats	250,000	£10	all	43½	May	35	Mar.	Tls. 1, for 1915
b. 80 cts.	Peak Tramway Co., Ltd. (Old)	25,000	\$10	all	10½	Mar.	9.30	June	70 cts. on fully paid shares and 7 cts. on 1 paid shares for year ending 30.4.16
b. \$34	Do. (New)	50,000	\$10	all	1.00	Mar.	80 cts.	Aug.	25 cts. for year ending 31.5.16
b. \$16.85	Steam Laundry Co., Ltd.	20,000	\$5	all	4.25	Jan.	3	June	\$1.00, per share for year ending 31.12.1915
b. \$6.50	Union Water-boat Co., Ltd.	27,723	\$10	all	19	Jan.	16	Dec.	70 cts. for 1915.
b. \$6.50	Watson and Co., Ltd.	90,000	\$10	all	7.10	Mar.	6.50	Oct.	50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
b. \$6.65	William Powell, Limited.	11,000	\$7	all	6.90	Aug.	6	Dec.	\$2 for 1915
b. \$29	S. C. Morning Post	6,000	\$25	all	28	—	28	—	—

BENJAMIN & POTTS.

Share and General Brokers

Princes Building, Tel. address, Broker.

CORRECTED TO HOUR, AUG. 19, 1916. TELEPHONE NO. 4162.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS."

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Messrs. Benjamin and Potts, in their share report dated August 18, state:—

The market has been rather dull during the week and the general tendency has been towards lower rates. Hongkong and Shanghai Banks have been sold at \$740, ex the half yearly dividend of £23.0 @ Exch. 2/1½ = \$20.54 paid on the 14th instant, and they continue in demand.

There is again very little business to report in either Marine or Fire Insurances. Unions were dealt in to a small extent at \$920 and more shares are obtainable. Hongkong Fire is still in demand at \$385 at which rate a few shares changed hands.

Shipping shares have been rather quieter. Douglases slightly weakened and after sales at \$134 and \$133½ are probably obtainable at the latter rate. Deferred Indos have been dealt in to a fair extent, but are weaker again with sellers at \$126. Hongkong, Canton and Macao Steamboats are easier with possible sellers at \$22½. This is no doubt due to the outbreak of cholera in Macao; the Company having decided to only keep one of their steamers on the run. Star Ferries are in good demand and have advanced to \$38.

China Sugars have further receded and sales have been made as low as \$111. Malabons are still offering at \$39; although there have been some sales made at this rate.

Hongkong and Whampoa Dock, after changing hands as low as \$125½, suddenly firmed up, which is attributable to the successful refitting of the steamer "Wiley," sales being made as high as \$129 for the settlement, but are again easier with sellers at \$128. Kowloon Wharves are firm with buyers at \$83½. Shanghai Docks are lower with sellers at Tls. 67.

Hongkong Land has again changed hands at \$100 and Humphreys Estates at \$6.76.

Low Level Trams have been the medium of a large business at advancing rates and can now be placed at \$7.50. Union Water-boats have also improved to buyers at \$17. China Borneo which have been neglected for sometime past were sold at \$7.50. Sales have been made of Hongkong Ropes at \$3½ and Cements at \$9.60.

The Cotton market is evidently stronger in the North. The latest quotation for Erwe being Tls. 145, and Shanghai Cottons Tls. 93½.

The following is the cash business reported:—

12th August.—Bar Silver 31½; T. T. 2/1½; Douglases \$134 and \$134½; Deferred Indos \$127½; Star Ferries \$35; Sugars \$113½ and \$114; Langkats Tls. 26½; Wharves \$83 and \$83½; Docks \$128; Humphreys \$61; Cements \$9.60.

14th August.—Bar Silver 31½; T. T. 2/1½; Douglases \$133½; Deferred Indos \$127½; Langkats Tls. 26½; Hongkong Land \$100.

15th August.—Bar Silver 31½; T. T. 2/1½; Unions \$920; Douglases \$133½; Deferred Indos \$127½; and \$128 x.d.; Langkats Tls. 26½; Wharves \$83; Hongkong Land \$100; Kongyiks Tls. 13½; China Providents \$8.75; Hongkong Trams \$7.50; Waterboats \$16.85.

16th August.—Bar Silver 31½; T. T. 2/1½; Banks \$740 x.d.; Hongkong Fire \$385; Deferred Indos \$127½; Langkats Tls. 26½; Cements \$9.60; Ropes \$34½; Hongkong Trams \$7.50; Waterboats \$17.

17th August.—Bar Silver 31½; T. T. 2/1½; Steamboats \$22½; Shells 110½; Malabons \$39; Docks \$126; Cements \$9.60; Ropes \$34½; Hongkong Trams \$7.50.

18th August.—T. T. 2/1½; Unions \$920; Sugars \$112; Langkats Tls. 26½; Wharves \$83; Ropes \$35; Hongkong Trams \$7.50.

Companies' Notices, Meetings, Etc.

The Hongkong Ice Co., Ltd.,—notifies the declaration of an interim dividend of \$2 for the half-year ending 30th June, 1916, payable on and after the 22nd instant. Transfer Books closed from the 11th to 21st instant, both days inclusive.

The Hongkong Rope Manufacturing Co., Ltd.,—notifies that an interim dividend of \$1.00 per share for half-year ending 30th June, 1916, will be payable on the 28th instant. Transfer Books will be closed from the 23rd to 28th instant, both days inclusive.

NOTICES.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 A.M. to 1.00 P.M. Every 15 Min.

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EXCHANGE.

Hongkong, Saturday, 19th Aug. 1916.

SELLING.

T/T 2/1 1/4
Demand 2/1 3/16
30 d/s 2/1 1/4
60 d/s 2/1 3/4
4 m/s 2/1 7/16
T/T Shanghai 72
T/T Singapore 89 1/4
T/T Japan 98 1/4
T/T India 156
Demand, India 156 1/4
T/T San Francisco 49 3/4
T/T Java 120 3/4
T/T Manila 120 3/4
T/T Hongkong 120 3/4
Demand, Paris 2.95 1/2

BUYING.

4 m/s L/C 2/1 15/16
4 m/s D/P 2/2 1/16
6 m/s L/C 2/2 3/16
30 d/s Sydney & Melbourne 2/2 3/16
30 d/s San Francisco & New York 51

4 m/s Marks Nom.
4 m/s Francs 3.08
6 m/s Francs 3.13
Demand, Germany —
Demand, New York 49 3/4
T/T Bombay 156 1/4
Demand, Bombay 156 1/4
T/T Calcutta 156 1/4
Demand, Calcutta 156 1/4
Demand, Manila 98 3/4
Demand, Singapore 89 1/4
On Haiphong 31 1/2 prem.
On Saigon 31 1/2 prem.
On Bangkok 73 1/4
Sovereign 9.45 Nom.
Gold Leaf, per oz. 53 60
Bar Silver, per oz. —

SUBSIDIARY COINS.

DISCOUNT PER \$100:
Chinese... 20 cts pieces 14 1/2 %
Chinese... 10 " 14 3/4 %
Hongkong 20 cts. pieces 2 %
Hongkong 10 " 1 %

BANKS.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE:
60, Wall St., New York.

LONDON OFFICE:
15, Bishopsgate, E.C.

CAPITAL PAID UP \$3,250,000
RESERVE FUNDS \$3,628,000

U.S. GOLD \$6,878,000

BRANCHES:—
BOMBAY, CALCUTTA, CANTON, HANKOW, HONGKONG, KOWLOON, MANILA, Peking, SHANGHAI, SHANTUNG, SINGAPORE, SOERABAYA, Tientsin, YOKOHAMA.

Through its close affiliation with The National City Bank of New York, the Bank is able to offer the services of the branches of that institution in Cuba and South America, namely:—

BUENOS AIRES, HAVANA, MONTEVIDEO, RIO DE JANEIRO, SANTIAGO DE CHILE, SANTIAGO DE LOS CABALLEROS, SANTIAGO DE LOS CABALLEROS.

ALL KINDS OF FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.
Hongkong, 1st June, 1916.

BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum

For 6 Months 4% per annum

For 12 Months 4½% per annum

LOOK POON SHAN, Chief Manager.

NOTICES.

PEAK TRAMWAY CO. LIMITED.

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BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
RESERVE FUNDS:

Sterling \$1,500,000 at 2½%
Silver \$18,000,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS:

W. L. Patterson, Esq., Chairman
S. H. Dowell, Esq., Deputy Chairman
G. T. M. Edin, Esq., Director
C. F. Gubbay, Esq., Director
Hon. Mr. P. H. Ho, Director
Hon. Mr. J. D. Laing, Director
J. A. Plummer, Esq., Director
Hon. Mr. R. Schilling, Director

Managers:—
Hongkong—N. J. STABB, Esq.
Shanghai—J. H. M. J. Stubb, Esq.
London—London County and Westminster, Limited.

Hongkong—Interest Allowed:
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
For 18 months, 4½ per cent. per annum.
For 24 months, 5 per cent. per annum.
N. J. STABB, Chief Manager.

